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TO-DAY'S DOLLAR.—The
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HONG KONG, THURSDAY, JULY 24, 1930.

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OWNERSHIP OR TRUST?

Point in Mortgage Appeal.

MEANING OF "NOTICE."

Mr. Eldon Potter, K.C., who is appearing for respondent, Li Pok-wai, in the case in which an appeal is being made against a judgment by Sir Henry Gollan, continued his legal argument this morning. The case has occupied the attention of the Full Court since Monday last.

Mr. Potter proceeded to deal with the question of non-enquiry by the purchaser or his agents for production of title deeds before execution of the mortgage. As regards the question of a trust, said counsel, "I submit that we have put the only document on the file creating a trust, but we were not bound by the Land Ordinance to do so. Our case on notice is this, that in fact and in law the appellant in his case has had constructive notice. He has, indeed, had notice that Li Nga-ching was not a beneficial owner in this property, and, therefore, he stands precisely in the shoes of Li Nga-ching. It follows, therefore, that as a matter of law appellant had notice of fraud by Li Nga-ching—this, of course, only in the legal sense—appellant was no party to it."

Fraud Question Shelved.

Mr. Justice Wood: Have you established that Li Nga-ching was fraudulent?

Mr. Potter: Let me put it in this way, my Lord. That if appellant or his advisers had notice that Li Nga-ching was not beneficially entitled, then they were in no better position than he. Let us leave the question of fraud outside the question.

Mr. Potter added: I should like to add at this point that there is not the slightest suggestion of impropriety against Mr. d'Almada. If anything has been said at any time, possibly in the heat of the legal argument, I should like to make it quite clear that there was not any suggestion whatsoever of any action like this on his part.

"Reasonable" Enquiries.

Counsel went on to quote cases showing that in the case of purchases such as were under consideration, it was incumbent upon the purchaser to make such enquiries as any reasonable man would make. It would not be necessary, he contended, to ask for delivery of the title deeds, but they should at least be seen.

"If my learned friend (Mr. Sheldon) is right, that there is no duty cast upon any one to enquire for production of deeds, then the respondent has no case at all. But if it is right that someone in this case ought to have asked for their production, then we have a perfect case. Otherwise, in the common parlance, we haven't a leg to stand on," he added.

Dealing further with the question of notice, which was, he said, the vital issue, counsel said: "We have not in this case any evidence that the vendor made any statement at all. We have no evidence that anything was asked of him. There was literally no evidence that any enquiry was made. There was a complete silence on the part of the appellant. He rested entirely upon what he thought was a rule of law, that nothing to this end was needed."

A Straight Issue.

Later in the course of his argument Mr. Potter added, "My friend is putting a memorial on the register in the same position as possession of the deeds. If Li Nga-ching acquired a beneficial interest this way there is no more to be said, and your judgment should be for the appellant. This is, in fact, the appellant's one point—that Li Nga-ching was induced to believe that he had a beneficial interest. But our contention is that appellant and his advisers, by not taking the precautions that the ordinary prudent man would, were afflicted with notice."

Demerits and Estoppel.

Dealing with the points raised as to demerits and estoppel, counsel said that everything done in the present case was sanctioned by law. A man was perfectly

FATAL FLOODS IN YORKSHIRE.

Many Drowned in Esk Valley Catastrophe

LIFEBOAT TO THE RESCUE.

London, Yesterday. It is feared that many lives have been lost in the floods following the cloudburst in the Esk Valley, Yorkshire. Many roads are raging torrents. At Whitby, coastguards with a lifeboat and rockets apparatus rushed inland to rescue those whose homes were swept away.

The floods extend for a quarter of a mile on either side of the river bed. The water mains at Whitby burst, and the town has only two days' supply. Several railway bridges were destroyed and the telephones have ceased. The villages worst affected are Sleights, Ruswarp, and Egtun, three of the beauty-spots of Yorkshire.—*Reuter*.

Villagers Imprisoned. Rugby, Yesterday. Severe and sudden floods occurred in parts of North Yorkshire to-day. A cloudburst occurred in the valley of the River Esk, which flows into Whitby harbour, and a road bridge and railway bridge at the village of Sleights near-by were washed away. The roads were under several feet of water and many villagers were imprisoned in their homes. A lifeboat and many other craft were taken inland and coastguards are still engaged in the rescue work. It is feared that several lives are lost.—*British Wireless Service*.

FATAL HEAT WAVE.

THREE HUNDRED DEATHS IN AMERICA.

OFFICIAL FIGURES.

New York, Yesterday. The four-day heat wave has ended. The deaths in the New York area are officially given as 63, including 25 drowned. The heat wave was responsible for 300 deaths throughout the country as it moved eastward across the Continent from the Rockies.

[An earlier message stated:—The temperature to-day ranged from 98 degrees in New York to 107 in Washington. Churchgoers yesterday prayed for rain and relief from the terrific heat, which has been responsible for at least 24 deaths, and is now threatening the crops and herds.]

ASKED TO APOLOGISE

REMOVAL OF MACE A GROSS INSULT.

INCIDENTS IN COMMONS.

London, Yesterday.

A meeting of the Parliamentary Labour Party to-day by 90 votes to 28 recorded a strong disapproval of Mr. John Beckett's removal of the mace on July 17 as bringing discredit on them and constituting a gross affront to Parliament. The meeting decided to report the matter to the National Executive Labour Party, and call on Mr. Beckett to apologise to the House of Commons.—*Reuter*.

PRESIDENT RETURNS.

Berlin, Yesterday.

President von Hindenburg has returned from Coblenz.—*Reuter*.

titled to put his property in any name he liked; he could keep on changing his name if he liked; he could put it in half a dozen names if he wished; and he could put in any sum of money he liked as having been paid.

"Mr. Sheldon has said that people have been misled," continued counsel. "There is literally not a word of evidence in the case that anyone was going on any representation that the property was sold for \$10,000; and even if such a representation had been made, everything would still be in order in law. There is complete protection for the ordinary purchaser if he follows the rule of calling for the deeds."

The case is proceeding.

NAVAL TREATY.

NO DIVISION ON SECOND READING OF BILL.

LONG DRAWN DISPUTE.

London, Yesterday. In the House of Commons to-day there was no division on the second reading of the Bill to give effect to the London Naval Treaty.—*Reuter*.

Japan's Policy.

Tokyo, Yesterday. After long inactivity regarding the London treaty, Japan's ratification processes resumed functioning to-day, partially as a result of American ratification and partially because the senior naval officers' long-drawn dispute over the treaty has ended in a compromise.

Following a cabinet meeting this afternoon, it was announced that Mr. Hamaguchi proceeds tomorrow to Hayama where the Emperor is spending the summer formally to present the treaty for the sovereign's approval. Thereafter it is expected that the pact will be submitted immediately to the Privy Council whose function is to advise the Emperor whether to accept or reject. Although the Council's deliberations will probably require several weeks, especially since the senior naval officers' compromise is on a formula unfriendly to the treaty, ultimate ratification is believed to be assured.

Dispute Ends.

Ratification had not progressed for several weeks, the Naval senior officials indulging in obscure bickering over the terms of their advice to the Emperor concerning the treaty's effects on national defences. The dispute ended this morning, when the Naval members of the Supreme War Council, including Admirals Prince Fushimi, Togo, Okada, Taniguchi, Kato and Takarabe met at the Imperial Palace at Tokyo and approved a formula half way between Admirals Togo's and Kato's extreme opposition and Admiral Takarabe's desire for unconditional ratification.

Although not published, it is understood that the formula declares that the treaty imposes limitations which will make Japan's defences defective, but which are partially remediable by various expedients, like strengthening the Air Forces; but since the treaty's term of limitation is six years, it can be ratified without great danger; however, at the next Naval Conference, Japan must stand firm in demanding a seventy per cent. ratio in all categories.

Although this formula is considered a political setback for the Government, it is not believed that it will cause a Ministerial crisis, nor prevent ratification, although Admiral Takarabe may be compelled to resign after the ratification.—*Reuter*.

CAPTAIN DROWNED.

COMMANDER OF RAWALPINDI DIES IN SQUALL.

ARMY MAJOR ALSO KILLED.

Secunderabad, Yesterday.

Captain T. E. Pitts, Commander of the P. and O. liner Rawalpindi and Major Strower, of the 3/16 Punjab Regiment, were both drowned in a squall which capsized a boat from which they were watching the regatta at Hussainagar Lake.—*Reuter*.

LADY'S DEATH.

MRS. HAYNES PASSES AWAY AT MATILDA HOSPITAL.

The China Mail announces with deep regret the death of Mrs. Haynes, which occurred at the Matilda Hospital this morning.

Mrs. Haynes first came out to the Colony in 1921 from Ireland. She went away on a holiday about four years ago, and returned to the Colony in 1927. She is survived by a son, about five years of age, and her husband, who is well known in Masonic circles. Mrs. Haynes had been ill for a long time, and was in hospital over three months. The funeral passes the Monu-

SCENES OF TERROR

EARTHQUAKE IN NAPLES.

LIGHTS OUT.

OLD CATHEDRAL COLLAPSES.

Naples, Yesterday. This morning's earthquake is believed to be the severest in the history of the city. It began at 11 a.m. and lasted for 45 seconds.

THE TYPHOON.

THE CHINA MAIL WAS UNABLE TO OBTAIN ANY INFORMATION FROM THE ROYAL OBSERVATORY THIS MORNING IN REGARD TO THE TYPHOON. SEVERAL ATTEMPTS WERE MADE TO GET IN TOUCH WITH THE OBSERVATORY, BUT ON EACH OCCASION THE GOVERNMENT TELEPHONE OPERATOR AT KOWLOON SAID THAT HE HAD STRICT INSTRUCTION NOT TO CONNECT ANYONE TO THE OBSERVATORY.

LATER THE FOLLOWING REPORT CAME TO HAND:—

"AT 6 A.M. THE TYPHOON WAS LESS THAN 100 MILES SOUTH-WEST OF THE PARACELS, MOVING NORTH-WEST. THE CENTRE WILL PROBABLY PASS DANGEROUSLY NEAR TO HONG KONG THIS EVENING."

LATER THE RED FLAG WAS HOISTED AT THE STAR FERRY (HONG KONG) AT 12.15 P.M.

LATEST WARNING.

EXTRA TYPHOON WARNING ISSUED BY THE RADIO OFFICE AT 11.45 A.M. READS AS FOLLOWS:—

TYPHOON ABOUT 100 MILES S.E. OF HONG KONG, MOVING N.W. AT 12.40 P.M., THE TYPHOON—A SEVERE ONE—WAS REPORTED INTO TWO CENTRES, IN LATITUDE 21, LONGITUDE 116.

THIS MEANS THAT THE GALE IS IN A POSITION WHICH IS TWO-THIRDS OF THE WAY BETWEEN THE PRATAS AND GAP ROCK, AND MOVING TOWARDS GAP ROCK IT IS, THEREFORE, HEADING DIRECT FOR HONG KONG.

The following telegrams were received from Manila Observatory at the American Consulate-General, Hong Kong, to-day.

9 a.m. Typhoon in about 117 degrees Long. E. and 17 degrees Lat. N., moving W. Manila, 10 a.m.—Typhoon about 116 deg. Long. E. and 12 deg. Lat. N., moving N.W. Long. of Hong Kong—114° 40' 27" Lat. of Hong Kong—22° 18' 18"

The streets, which were deserted, became in a moment thronged with terrified people rushing in the open spaces, and storming the churches, where they implored the priests to bring out the miraculous images.

Above the sound of rushing feet were heard cries of mothers calling to their children, who were torn from their sides in the confusion, which was increased by the inky darkness, due to the

ARMS POSSESSION.

FOUR YEARS' JAIL FOR A COOK.

LOADED REVOLVERS.

Sitting together in the First Court at the Central Magistracy this morning, Mr. R. E. Lindell and Mr. H. R. Butters passed sentence of four years' hard labour on a Chinese who pleaded "guilty" to a charge of unlawful possession of an automatic pistol, one danger and 64 rounds of ammunition on the second floor of 166 Wing Lok Street, which was raided by Inspector Andrew on a search warrant yesterday morning.

The defendant qualified his plea of "guilty" by claiming that the pistol was out of order, but Inspector Andrew told the Magistrates that he fired a round with the pistol. When seized, the pistol was loaded with five rounds, four in the magazine and one in the chamber.

Asked if the accused had any "record," the Inspector said that nothing was known about him except that he had been employed as cook for the past three months at the Liu Chung native bank.

Mr. Lindell: You have a job. What do you mean by keeping things like these?

Accused: A friend gave them to me to sell for him.

Mr. Lindell: You must know that it is illegal. Why did you undertake to handle such dangerous things?

Accused made no reply.

Sentence: Four years' hard labour. Automatic Magazine. Detective Sergeant Goodwin to-day formally charged before Mr. R. E. Lindell five Chinese—Cheung Teng, Chea Chai, Chan Loi, Chang Wal-pun, and Cheung Pun-siu—with the unlawful possession on Wongneichong Road, on Tuesday, of one revolver, one automatic pistol, two automatic magazines, four daggers and 19 rounds of ammunition. All five men pleaded "not guilty."

The Sergeant said that he would like two Magistrates to try the case, and in the meantime asked for a weeks' formal remand for further investigation.

His Worship granted the application. A China Mail reporter learned that when seized, the automatic was loaded with seven rounds, the revolver with five and one of the automatic magazines contained another seven rounds.

electric lighting, while through the crowded streets vehicles of every description dashed wildly, running over many pedestrians in a general stampede.

The affected area extends across the Basilicata region from Naples to Bari and from Taranto to Salerno. The last named part has a famous cathedral, dating from 1080, which collapsed. Fortunately it was unoccupied at the time.

Casualty List.

Naples, Later. The latest casualty list is 276 dead, of whom 160 died at Malfi. Two hundred and twenty people were injured in the whole area.—*Reuter*.

Earlier News.

Rome, Yesterday. Nineteen persons are reported to have been killed and ten injured in an earthquake in Southern Italy. A strong, undulatory earthquake shock was felt at one o'clock this morning at Naples and all over Calabria.

Part of the Palace at Naples collapsed, two people being killed and five injured by falling masonry. The fifth floor of another building collapsed and a child was killed and five persons injured. Hitherto ten people are reported to have been killed in Basilii and six in the Attilia district.

Rome, Later. The death toll in the earthquake is now over 150, while many have been injured.

The casualties include a hundred dead and many injured.

HIGH TARIFF WALLS FOR SPAIN

Reply to the American Import Duties.

TO INCREASE COST OF LIVING.

Madrid, Yesterday. What is tantamount to Spain's reply to the new American tariffs, is contained in the tariff increases published in the official Gazette. While the new schedule is officially not intended as a reprisal against anybody, and is admitted by no discrimination against the United States individually, nevertheless the underlying purpose of the increases is obvious from the various articles affected, including, inter alia, motor cars, tyres, films, motor cycles, and art silk yarns.

The Government states that it desires to stimulate home industries, but as it has one of the highest tariff walls in the world, and is not appreciably to the advantage of Spanish industry, the net result of the new schedule will be to increase the cost of living.—*Reuter*.

AIR TRAGEDY.

FATAL PLANE CRASH IN KENT A MYSTERY.

INQUEST ADJOURNED.

London, Yesterday. The inquest opened to-day on the victims of the aeroplane disaster at Meopham Green on Monday. The inquest, after adjournment until August 1st, when it will be re-adjourned if the Air Ministry and other experts have not concluded their investigations by then.

At present the cause of the disaster is a mystery.—*Reuter*.

Eye-Witnesses' Evidence.

Rugby, Yesterday. The coroner's inquiry into the death of the six victims of Monday's air disaster was opened near the scene of the crash this afternoon. The evidence of eye witnesses and the doctor was heard. Mrs. Henderson, widow of the pilot, expressed sorrow for the relatives of the victims and added "No one would have been more broken-hearted than the late pilot."

Shortly before the inquest four representatives of the Junker Company, the makers of the machine, had arrived having flown from Germany. The remains of the machine were taken to London for further detailed examination by officials of the Air Ministry, who are investigating the causes of the accident, which at present remain a matter of speculation.—*British Wireless Service*.

EUROPE AIR RACE.

COMMANDER BUTLER FIRST TO REACH SEVILLE.

ANOTHER BRITON SECOND.

Rugby, Yesterday. Commander Allan Butler to-day continued to hold the lead in the Round Europe Air Contest. He was the first to reach Seville this morning, making the journey from Madrid in little over two hours.

Later he passed over Madrid on the return flight, proceeding onwards in his Gipsy Moth to Saragossa and Barcelona. Then, another British competitor, had been following him closely in the lead, after the Barcelona route via Lyons, Bernes, Munich, Vienna and Breslau to Königsberg and then to Berlin finishing point.—*British Wireless Service*.

AMMUNITION IN KENNEL.

Detective-Inspector C. P. Fallon, before Mr. Whyte-Smith at the Kowloon Magistracy this morning, applied for the confiscation of 28 rounds of ammunition, which was brought to the Yaumatei Police Station by Mr. J. S. Linnen of the P.W.D., residing at 7, Cor's Path. It was stated that the arms were found by Mr. Dinnen's son, Alec. They were in a tin, which was kept in an unused dog kennel in the back yard.

The order was granted.

KING ADDRESSES 300 BISHOPS.

The Possibilities of a Christian Reunion.

NEEDS OF TO-DAY.

Rugby, Yesterday. The King and Queen to-day were greeted at Buckingham Palace by 300 Bishops who are present in London for the Lambeth Conference, and during his speech to them His Majesty referred to the effect of the War on religion and the possibilities of a Christian reunion.

He expressed particular pleasure at meeting the Bishops of the Anglican Communion not only from the Dominions, but from the United States, and said that he had observed with interest that among the delegations visiting Lambeth had been an important one from the Orthodox Church.

A hundred years ago the Anglican Church was little more than the Church of a single Kingdom. The present Conference was a world-wide gathering of united, though mostly self-governing, churches which had attained the proportions of a general council.

Ten Years Ago.

"Remember that 10 years ago the question of the reunion of Christendom was foremost in your thoughts. You put before the world the call of unity, pleading a new endeavour to heal the rents in public of the Church. I am most happy to learn that this appeal had not been fruitless. It is my earnest hope and prayer that the work which your last conference began may prosper and that the deliberations of this present conference may result in some notable advance towards this great and desirable end."

"The main subjects for your consideration are summed up under the general head. The faith and witness of the church in this generation. The subject has been well chosen and with keen insight into the needs of the present day."

Wounds of War.

"The obvious and material damage of the war is not now so manifest as when you last met. The wounds are to some extent scarred over. But men's minds and souls are still troubled by the wounds which the War inflicted and perplexed through the shocks thereby dealt to old beliefs and spiritual loyalties. At such a time, the fathers of the Church do well to take counsel together how best to bring home to the world to-day in ways most appropriate to the times the truth of the everlasting Gospel. God reigns and I pray that his blessing may rest upon your deliberations."—*British Wireless Service*.

Earlier News.

London, Yesterday. Their Majesties the King and Queen received the Lambeth Conference delegates at Buckingham Palace.

H. M. the King, after shaking hands with each, in a speech referred to the growth and development of the Anglican communion. He was very happy to learn that the Conference appeal ten years ago for a new endeavour to heal the rents in the fabric of the Church had not been fruitless.—*Reuter*.

STRUGGLE WITH BURGLAR.

To-day Wong Man was before Mr. Whyte-Smith at the Kowloon Magistracy charged on two counts, namely, burglary at 325 Reclamation Street, ground floor, and assaulting a man living there. Accused pleaded guilty to both charges, and frankly admitted that he went to the flat to steal a pair of shoes.

It was stated by Detective-Inspector Fallon that accused broke into the house at three o'clock on Saturday morning, and in the course of a struggle, he picked up a broken penknife from the floor and wounded the complainant in the neck. This necessitated his detention at the Hospital for four days.

His Worship, after remarking that accused was previously convicted in 1928, passed sentence consecutively, on both charges.

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GENERAL NOTICES

NOTICE.

KOWLOON FOOTBALL CLUB.

WILL ALL MEMBERS who are desirous of playing football for either the First or Second Teams during the coming Season kindly fill in a registration form as soon as possible.

Forms can be had from the No. 1 boy at the Club House or from the Hon. Secretary, Mr. J. Smith, Kowloon-Canton Railway.

RETRENCHMENT COMMISSION.

ANY PERSON desirous of submitting proposals or suggestions for effecting economies in the administration of any branch of the Public Service should communicate with the Secretary at the Treasury Solicitor's Office, Post Office Building.

**ASSOCIATION OF SUBSCRIBERS
OF THE KOWLOON TONG
BUILDING SCHEME.**

NOTICE.

SUBSCRIBERS to the Kowloon Tong Building Scheme are hereby requested to attend a most important Meeting to be held on SATURDAY, 26th July, 1930, at 2.30 p.m. at the Garden City Club, No. 9, Cumberland Road, Kowloon Tong, to discuss a proposal for the final settlement of the scheme and to pass any necessary resolutions in connection therewith.

Dated the 18th July, 1930.
By Order of the Executive Committee.

H. F. UN,
Hon. Secretary.

**HONG KONG LAND
INVESTMENT & AGENCY
CO., LTD.**

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of the above Company will be held at the Offices of Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Victoria, in the Colony of Hong Kong, on MONDAY, the 11th day of August, 1930, at Noon for the purpose of considering, and if thought fit, passing the following Resolutions as Ordinary Resolutions, viz.:

(1) "That the Directors be and are hereby authorised to offer forthwith 60,000 new shares of the nominal value of \$25 each constituting part of the unissued capital of the Company (in the proportion of one new share for every complete number of four issued shares held by them respectively) to the persons who on the 7th day of August, 1930, are registered in the Company's share register as the holders of the 240,000 issued shares in the capital of the Company at a premium of \$35 per share and so that on acceptance of the offer the nominal value due in respect of each of such new shares plus the said premium of \$35 per share (making \$60 per share) shall be payable in full. Such new shares shall rank for dividend as from dates of allotment."

(2) "That such offer as aforesaid be made by notice specifying the number of new shares to which the member is entitled and limiting the respective times within which the offer if not accepted by members in the Far East and outside the Far East respectively either on behalf of such member or his nominee will be deemed to be declined and that the Directors be at liberty to fix such respective times and to extend such times to such date or dates and upon such terms as they may think fit and further that any of the said new shares which shall not be taken up by the Company's shareholders in manner aforesaid be disposed of in such manner at such time or times and upon such terms as the Company's Directors shall in their absolute discretion see fit."

(3) "That no shareholder shall be entitled to claim a fraction of an additional share in respect of any odd issued share held by him."

Dated this 22nd day of July, 1930.

By Order of the Board,
L. S. GREENHILL,
Secretary.

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Make this Hotel your headquarters while visiting Victoria, B.C. Ideally situated and within easy access to all the famous Beauty Spots in and around Canada's Island Resort.

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Tels.: 57389 & 57385 (Private).
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TUESDAY, July 29, 1930,
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at No. 339, Leichikok Road,
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A Quantity of
HOUSEHOLD FURNITURE.
On View from Monday, July 28, 1930.

Terms:—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, July 23, 1930.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.,
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Chun Fo Pe Co., from Shanghai.
Ragwort, from Shanghai.
Unimant, from New York.
Lyman, Dairy Farm, from Shanghai.

E. V. JESSEN,
Superintendent.
Hong Kong, July 23, 1930.

**THE EASTERN EXTENSION
AUSTRALASIA & CHINA
TELEGRAPH CO., LTD.**

The following unclaimed telegrams are lying at the E.E. Telegraph Co. Office, Hong Kong:—
Fish, American Consulate, from New York.

Sulter, from Nogales Ariz.
S. LACK,
Superintendent.
Hong Kong, July 17, 1930.

**AN INTRODUCTORY
HISTORY**

by
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"Whatever the causes and the course of the revolt, it is now clear that the revolution has resulted in the establishment of a stable and strong Government, and the accession to the throne of Afghanistan of a man who is among the best that Afghanistan has so far produced.

"King Nadir Shah, who may be appropriately styled the saviour of Afghanistan, has been called upon to rule and guide the Afghan nation in their hour of great misery."

This comment on the course of recent events in Afghanistan is by an observer at Peshawar, the British outpost on the North-West Frontier of India, recently itself the scene of disorders which are a reminder of the great importance to the British Empire of a peaceful Afghanistan.

How King Amanullah was forced to flee with his wife and retinue to Europe and how his successor, King Habibullah, was overthrown are well known. These events, says the Peshawar correspondent of the Calcutta Statesman, left Afghanistan both sick and prostrate. "In some respects," he says, "the great upheaval resulted in conditions most satisfactory to Afghanistan as well as to the peace of Central Asia."

"It is not an exaggeration to say that the peace of the world have been in jeopardy had it not been for the patience and great political foresight on the part of the British Government and the Union of Soviet Socialist Republics."

"The way in which the Afghan situation was handled by both these great Powers will go down in history as a marvel of diplomatic skill. "It is a mistake to think that Amanullah's reforms were the basic cause of the revolt."

"The real causes were quite different, and the question of reforms and Western modes of living were only brought in to give the Shikharis an excuse for a rising."

Helped by Brothers.

King Nadir Shah, it is added, has many assets. The chief, it appears, are his own personality and the co-operation of his four brothers, who help him with unusual devotion to discharge the responsibilities of government. The writer says:—
"Two of his brothers have taken charge of the whole civil and military administration at home. One is Sardar Mohammad Hasham Khan, the Premier, and the other, General Shah Mahmud Khan, is Minister of War and Commander-in-chief."

"Again, two of his remaining brothers have been placed in charge of the two most important centres of foreign diplomatic intercourse; Shah Wali Khan is Minister Plenipotentiary to the Court of St. James's, in London, and Mohammad Aziz Khan is Minister at Moscow."

"He has thus distributed the most important offices of State to his brothers, each of whom is to my personal knowledge most capable of discharging the duties entrusted to him."

After discussing the internal conditions of the country, the writer goes on:—

"King Nadir Shah has lost no time in reopening schools for boys. The education of girls is for the present out of the question."

"He had not laid down any clear line of policy with regard to the system of education in Afghanistan, but so far as I am aware, the system contemplated by him will differ in many respects from that adopted by ex-King Amanullah."

"Although he believes that it is necessary for the Afghan youth to learn European languages, he prefers Russian and English above all others, and he is perfectly justified. "British India and Russia are both Afghanistan's immediate neighbours, and it is with these two Powers that Afghanistan has to deal politically, socially, and economically."

"Why, then, should the Afghan youth be ignorant of the languages of their neighbours and let the vast field of literature, science, arts, and politics provided in these two of the world's best media remain unexplored?"

"King Nadir Shah is believed not to be in favour of sending to Europe boys of tender age. He favours the safer policy of having the children educated at Kabul until they grow up and complete a standard at home not less than that of the matriculation in India. Only after such primary education will the boys be sent to Europe. At present there is no such item in King Nadir Shah's programme, for the education budget hardly covers the expenses necessary for education at home."

**AMUSEMENT
NEWS**

QUEEN'S present George Jessel in "Love Live and Laugh," another stirring story of the War. The case of a girl, who believes her lover killed at the front, marrying a doctor in the hospital in which she is a nurse is the theme of this picture. George Jessel returns injured and blind, only to have his sight restored by the girl's husband. A talkie film.

CENTRAL features Gary Cooper in "The Virginian," a film similar in more respects than one to "The Covered Wagon." Gary Cooper and Mary Brian in a rough Western romance provide a splendid entertainment. Richard Arlen, star of "Four Feathers" takes the role of a ring leader of a band of cattle rustlers. A talkie film.

MAJESTIC presents Gary Cooper and Fay Wray in "The Legion of the Condemned," a Paramount picture. A rival picture to "Wings" and another glimpse of the War from the cockpit make this film one of the best seen out here. The photography is good and the story fantastical. A silent film.

STAR presents William Boyd and Lupe Velez in "Lady of the Pavements." D. W. Griffith has chosen the romance of the low and high born as the theme for his latest picture, "Lady of the Pavements." A silent film.

WORLD presents "Four Sons," a picture in which pathos, drama and colour are perfectly blended. This is another war picture and deals with the destinies of four Bavarian brothers. One travels to New York and there marries an American girl. War breaks out and he takes up arms against his brothers. A silent film.

STANDARD TIMES

**SUNRISE AND SUNSET IN
COLONY.**

Sunrise and Sunset in Hong Kong for June (Standard time of the 120th Meridian, East of Greenwich) are as follow:—

	Sunrise	Sunset
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24	5.51	7.08
25	5.51	7.07

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S.S. "MONCALIERI"	—	Aug. 8
S.S. "FIUME-LI"	Aug. 1	Sept. 8
S.S. "CARRIGNANO"	Aug. 16	Sept. 23

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YOKOHAMA MARU	Tuesday, 5th August.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.	
HAUSAN MARU	Saturday, 20th July
HARUNA MARU	Saturday, 9th August.
SYDNEY & MELBOURNE via Manila & Ports.	
ATSUTA MARU	Tuesday, 23rd September.
HIMBAY via Singapore, Penang, & Colombo.	
† RANGOON MARU	Monday, 28th July.
TAMBA MARU	Monday, 11th August.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.	
RAKUYO MARU	Monday, 28th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.	
BINGO MARU	Wednesday, 6th August.
NEW YORK, BOSTON via Panama.	
† ATAGO MARU	Saturday, 2nd August.
LIVERPOOL via Port Said, Suez, Constantinople, Genoa.	
† DELAGOA MARU	Monday, 11th August.
CALCUTTA via Singapore, Penang & Rangoon.	
YAMAGATA MARU	Tuesday, 29th July.
SHANGHAI, KOBE & YOKOHAMA.	
† HAKODATE MARU (Mojito direct)	Monday, 28th July.
ATSUTA MARU	Tuesday, 29th July.
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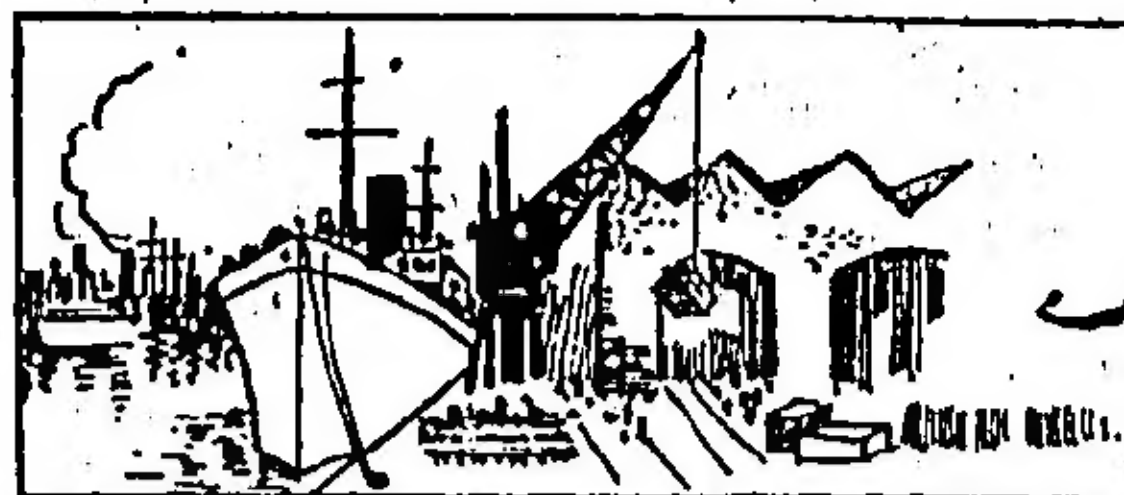
O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore Colombo, Suez and Port Said.	
ATLAS MARU	Monday, 11th August.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.	
LA PLATA MARU	Friday, 20th August.
BUENOS AIRES MARU	Friday, 3rd October.
HIMBAY—Via Singapore & Colombo.	
SHUNKO MARU	Sunday, 3rd August.
HONOLULU MARU	Tuesday, 19th August.
DURBAN, LOURENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZI- BAR & MOMBASA—Via Singapore & Colombo.	
CANADA MARU	Wednesday, 6th August.
MEXICO MARU	Friday, 25th September.
CALCUTTA—Via Singapore, Penang & Rangoon.	
HIMALAYA MARU	Friday, 1st August.
CELEBES MARU	Monday, 18th August.
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.	
ARIZONA MARU (from S'hal)	Sunday, 17th August.
MELBOURNE—Via Manila, Brisbane & Sydney.	
WAIKONG—Via Hong Kong & Peking.	
MENADO MARU	Thursday, 26th July.
NEW YORK—Via Japan ports & Panama.	
JAPAN PORTS.	
KINE MARU	Friday, 25th July.
KOHO MARU	Tuesday, 29th July.
KEELUNG—Via Swatow & Amoy.	
TAKAO—Via Swatow & Amoy.	
AKAO & KEELUNG.	
BATAVIA MARU	Sunday, 10th August.

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Shipping Intelligence.

SANITARY STATE OF SHIPS.

British v. Foreign Equipment.

In his report for 1929 the Medical Officer of Health to the Manchester Port Sanitary Authority, Dr. W. F. Dearn, points out that the 1928 report showed, from Manchester experience in ships' hygienic equipment, that pre-1918 foreign ships were worse than British ships of the same period; that the early part of the post-1918 period exhibited little difference between them; that the subsequent rate of improvement has been much more rapid with foreign ships, and that these are now well ahead of British ships.

The report continues:—In certain quarters it is held that the publication of Amended Instructions, in 1923, and the persuasive powers of the surveyors of the Board of Trade have distinctly improved the hygienic standard of crews' quarters in British ships built after that year. This is true to a limited extent, the weakness being that, except in comparatively few cases, the improvements have been installed in oddments instead of in co-ordinated series, and even this method has not been progressive except in the solitary instance of washing accommodation.

A comparison between ultra-modern vessels and those built during the past ten years shows that hygienic reform is losing ground in the British ships, and making excellent progress in the foreigners using the port, which incidentally illustrates the fallibility of persuasion when a sustained effort is required.

One notes first of all that, whilst British owners are somewhat surprisingly but very distinctly going back to the fore-castle for crews' quarters, foreign owners are so steadily concentrating on the poop or midship; that their percentage has increased from 62.6 to 79.3; the British percentage having dropped from 71.7 to 36.1. Foreign mess-rooms have increased from 80 per cent to 100 per cent, whilst British mess-rooms have dropped from 50.6 per cent to 46.8 per cent; the hospital figures for foreign vessels are 96.5 per cent, against 60 per cent whilst the British are 46.8 per cent, against 49.1 per cent; the figures for separate cabins are 82.7 per cent, against 41.3 per cent, foreign, and 21.2 per cent, against 27.2 per cent, British. Only 4 of the Britishers had the complete 7 hygienic units against 21 of the foreigners.

A Redemptive Feature.
The one redeeming feature likely to bring joy to the persuasive optimists is the fact that 63 per cent. of the new British ships were provided with both shower baths and wash basins, against 54.2 per cent. of the ten year period ships. The general retrogression shown in new British ships seems extraordinary, and scarcely what one would expect in a comparison with a ten year group containing ships commissioned during the four years prior to the publication of the Amended Instructions to Surveyors.

It cannot, of course, be claimed that the figures given would be the same proportionately if all the ships built during the periods under review could have been included, but it is quite reasonable to say that 47 ships, being 20 per cent. of a year's output (1929), constitute a fair sample of new British ships and quite enough to show how things are going.

This fact about new ships should help materially towards satisfying any remaining doubts about the necessity for instituting a compulsory hygienic code for British ships. If powers are obtained one real difficulty in the way would be the question of how to deal with unhygienic arrangement of quarters on existing ships. Reform means structural re-arrangement, and as this involves additional capital expenditure the financial aspect may be regarded with some apprehension in these bad days for shipping. Unfortunately this difficulty is largely due to procrastination, and is, therefore, not likely to be moved by a continuance of that evil.

Obviously the whole question should have been taken in hand immediately after the War, when shipping was so depleted. Norway did face the problem at the critical time, and has now a mercantile marine that no one can cavil at from a hygienic point of view. The "existing ships" difficulty did arise, but was got over by leniency, and has gradually disappeared during the ten years' operation of the Norwegian law. The difficulty will have to be overcome in the same way over

NEW CUNARDER.

EFFECT OF PLACING ORDER ON CLYDEBANK.

The big event in the shipbuilding world is materialising. The order for the new Cunarder has been settled, but it is known that work on the vessel cannot be started for some time yet, says the Journal of Commerce.

Nevertheless, the fact that the ship has been placed 'is of vast importance, but only to the Clydebank establishment, but to many industries in the country and thousands of workers who will directly and indirectly find employment.

If the work of building the vessel, itself is concentrated at Clydebank the equipment of such a large and costly ship must involve a multitude of trades, which in one way and another will benefit from the order. And, it may be said, that there probably never was a time when the work on such a vessel was more welcome than at the present moment.

From this point of view the Cunard directors have given out their order just when it is most needed. The effect cannot be felt for months to come, no doubt, but when the inquiries for materials and specialties begin to circulate there will be a flip to many subsidiary industries of which they stand much in need.

To the shipyard workers of the Clyde, suffering as they are from growing unemployment, the order means a changed outlook, which will come as a positive relief.

here, and it will take more than ten years to put the matter straight. The direction and extent of the leniency can suitably be left to the Board of Trade, who could define the same in regulations.

The supreme difficulty arises from the fact that the Board of Trade possesses no machinery for dealing with up-to-date problems of marine hygiene, and the knowledge that the longer the setting up of this machinery is postponed the greater will be the task to be finally taken in hand. New ships are being launched in a steady stream, and are ever swelling the list of "existing ships." In the year 1929 British yards turned out 239 ocean-going vessels for British owners and 70 for Dominion and foreign owners.

New Ships at Manchester.
One may surmise that hygienic building and equipment of the 70 would for the most part be supervised by someone acting on behalf of the home Governments concerned, but one knows that there would be no supervision of the same nature with the 239. If the new ships which come to Manchester are correct samples of the generality of new ships, it must be obvious that the longer definite action is postponed the more difficult it will be and the longer it will take to deal with "existing ships." The first and most essential step is to obtain the necessary machinery by means of an Amending Merchant Shipping Act, and the Government should have little difficulty in getting Parliament to do this without waste of time.

All that is required is to provide for an increase of the cubic space and floor space for sleeping places to the Norwegian standard, which must be a minimum, and the granting of power to the Board of Trade, in conjunction with the Ministry of Health, to make regulations respecting the position, type and extent of crews' quarters (including mess-rooms), such necessary accessories as privies, washing and bathing places, oilskin lockers drying rooms and pantries, and such condition as lighting, ventilation, temperature regulating, moisture, drainage, food storage and noxious odours. It would also be good policy, as well as an encouragement to port sanitary authorities, if it were enacted that any of these places not maintained in accordance with the regulations should be considered to constitute a nuisance within the meaning of the Public Health Act, 1876.

The number of vessels registered under the Merchant Shipping Act inspected during the year totals 2,017. Of these, 459 were found with insanitary conditions of various kinds. When compared with the numbers for 1928, a decrease of 38 is noted. In 1928, the inspections numbered 2,050, and the defective vessels 487. The percentage of defective vessels is, therefore, 1.0 per cent. lower for 1929. In the Manchester section there is a decrease of 18 inspections from the previous year, and in the Runcorn section there is a decrease of 20.

NEW DREDGER.

VESSEL MAKES LONG TRIP IN 96 DAYS.

Manila, July 15.
Apparently unaffected by the long sea voyage to which it has been subjected, the new Government dredger to be named Manila, of the Bureau of Public Works, under command of Captain G. Clausen, made port at about 6.50 a.m. yesterday from Elbing, Germany, via Pusan, Emden, Agiers, Port Said and Colombo.

It took the dredger 96 days to negotiate the distance from Elbing, under its own power. It averaged about 13 knots on the voyage, without any strain to the engine. The voyage was made with a German crew of 19 on board.

The new dredger has a net tonnage of 1,122 tons. Complying with contract requirements, it has a length of 57.9 metres; breadth, 10.82 metres; depth, 4.7 metres; mean draft, about 4 metres. The craft will be classified at Lloyd's as 100A 4 K, as a dredger.

According to the German skipper who brought the vessel from Elbing, the new dredger has a mean speed of ten knots, fully loaded. It also has a hopper capacity of 600 cubic metres. The new dredger can work to a depth of 15 metres; or more than 45 feet.

The dredger was built in Elbing by F. Schichau and Company, under the supervision of an officer of the engineer corps of the U.S. Army. The Reither-Akerman Company of this city are the local representatives of the German shipbuilding firm.

The new dredger will shortly go into drydock for inspection of its machinery, hulls, propellers and other equipment, as the contract called for its delivery in Manila in first-class condition. As soon as the Manila has undergone inspection by local customs officials and experts, it will leave drydock to begin its work in the harbour.

The Manila will supplement the S.S. Dredger, now in commission, in dredging operations in the Manila harbour, according to present plans of the bureau of public works. The Manila will be assigned to work on the fairways leading to the Government piers to enable ocean-going vessels to dock with facility.—Manila Bulletin.

STEAMERS' MOVEMENTS.

The P. & O. s.s. Jejnora left Shanghai for this port on July 22 at 3 p.m., and is due here on July 26 at about 6 a.m.

The C.P.S. R.M.S. Empress of Asia from Hong Kong on June 25 arrived at Vancouver on July 12 (Saturday).

CANADIAN PACIFIC

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Empress of Canada	Sept. 4	Sept. 7	Sept. 9	Sept. 11	Sept. 19
Empress of Russia	Sept. 17	Sept. 20	Sept. 23	Sept. 25	Oct. 4
Empress of Japan	Oct. 2	Oct. 5	Oct. 7	Oct. 9	Oct. 17
Empress of Asia	Oct. 15	Oct. 18	Oct. 21	Oct. 23	Nov. 1
Empress of Canada	Oct. 30	Nov. 2	Nov. 4	Nov. 6	Nov. 14
Empress of Russia	Nov. 12	Nov. 15	Nov. 18	Nov. 20	Nov. 29
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia	Dec. 10	Dec. 13	Dec. 15	Dec. 18	Dec. 27
Empress of Canada	Dec. 25	Dec. 28	Dec. 30	Jan. 1	Jan. 9
Empress of Russia	Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	Jan. 29	Feb. 1	Feb. 3	Feb. 5	Feb. 13
Empress of Asia	Feb. 25	Feb. 28	Mar. 3	Mar. 5	Mar. 14

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*KALYAN	9,144	2nd Aug.	Marselles, London, Hull, Rotterdam & Antwerp.
RAJPUTANA	16,568	16th Aug.	Bombay, Marselles & London.
*KIDDERPORE	5,344	19th Aug.	Straits, Colombo, Bombay & Karachi.
*KASHMIR	8,985	30th Aug.	Marselles, London, Hull, Rotterdam & Antwerp.
MANTUA	10,916	13th Sept.	Bombay, Marselles & London.
*KASHGAR	9,005	27th Sept.	Marselles, London, Hull, Rotterdam & Antwerp.

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TANDA	6,056	4 pm.	Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th Sept.	
		3rd Oct.	

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TALAMBA	8,018	2nd Aug.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	3rd Aug.	Shanghai & Kobe.
MANTUA	10,916	10th Aug.	Amoy, Moji, Kobe & Osaka.
KASHGAR	9,005	15th Aug.	Shanghai, Moji, Kobe & Yokohama.
*BIRIMA		29th Aug.	Shanghai, Moji, Kobe & Yokohama.
MALWA	10,980	31st Aug.	Shanghai & Kobe.
*NAGPORE	5,283	12th Sept.	Shanghai, Moji, Kobe & Yokohama.
KYBER	9,114	23rd Sept.	Shanghai, Moji, Kobe & Yokohama.
MOREA	10,054	26th Sept.	Shanghai, Moji, Kobe & Yokohama.
KARMALA	9,128	10th Oct.	Shanghai, Moji, Kobe & Yokohama.
MACEONIA	11,120	19th Oct.	Shanghai, Moji, Kobe & Yokohama.
*BANALIA		24th Oct.	Shanghai, Moji, Kobe & Yokohama.
BAWALPINDI	10,510	27th Oct.	Shanghai & Kobe.
KALYAN	9,144	7th Nov.	Shanghai, Moji, Kobe & Yokohama.
KANCHI	10,650	22nd Nov.	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	5th Dec.	Shanghai, Moji, Kobe & Yokohama.
		20th Dec.	Shanghai, Moji, Kobe & Yokohama.

* Cargo only.

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Shipyard: Sham-She-Po, Kowloon, Hong Kong. Kowloon Tel. 57069.
Estimates furnished on application.
Hong Kong, April 1, 1930.

CHARTING THE HIGH SEAS.

Hydrographic Report
for 1929.

ADMIRALTY SURVEYS.

The excellent work which is
being done in an unobtrusive man-
ner by the Royal Navy in charting
the seas and making the oceans
free of dangers and obstructions to
all who use them, of whatever
nationality, is emphasised by the
report, issued recently, on Ad-
miralty Surveys for the year 1929.
The Hydrographer of the Navy,
Rear-Admiral Henry P. Douglas,
C.B., C.M.G., records in a modest
document of less than six pages
brief summaries of the work of
his Department and of the eight
surveying vessels (four at home
and four abroad) employed. In
addition to these ships, H.M.S.
Rosemary was employed for about
four months of the year taking
soundings and making oceanog-
raphic observations in the vicinity of
Rockall Bank and between Iceland
and the Faroe Islands, primarily
on behalf of the fishing industry.
The value of her work was such
that the Government has since de-
cided to build and equip a special
vessel to explore new fishing
grounds.

Of the four surveying ships in
Home waters the Beaufort, in ad-
dition to her ordinary surveys,
carried out tidal observations in
the Irish Sea and resurveyed
Douglas Harbour, Isle of Man.
The Kollett carried out special ob-
servations in the English Channel;
the Fitzroy ran test lines of
soundings in the Bay, and the
Flinders made examinations in the
vicinity of the Nab Tower and
Rassey Island, as well as tidal and
oceanographic observations in the
Irish Sea.

In addition, the South Coast of
England Survey sounded out dred-
ged areas at Portsmouth and Devon-
port. On the foreign stations the
Endeavour worked in the Red Sea
and examined areas in the vicinity
of Jebel Teir Island and the Straits
of Bab-el-Mandeb. The Herald
was employed off Borneo and
China; and the Ingham, chiefly in
the Malacca Straits, also ran test
lines of soundings in Johore
Strait, which has an importance in
connection with the new naval
base at Singapore. Among the
duties allotted to the Ormonde,
which was at work in the Gulf of
Aden and at Malta for most of the
year, was an examination off the
coast of Spain.

A statistical summary shows
that 45 new charts for general
purposes were published during
the year, in addition to 13 for
special purposes and 28 charts
were improved by the addition of
plans. There were 73 new editions
of charts published. The number

HONG KONG TIDE

The tide-table given below has been
obtained by aid of the Tide-predict-
ing Machine, which includes 40 com-
ponents for the better prediction of
the times of the rise and fall of the
tides, from the result of the analysis
of the tidal observations, taken at
the Kowloon tidal observatory under
the direction of Dr. Doherty during
the years 1887, 1888 and 1889.

The times and heights are given
for Kowloon, but they may be used
for the Victoria Naval Yard and
Aberdeen, the differences being very
small.
The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

July 24 to 30, 1930.

DATE	HIGH WATER	LOWER WATER
Standard Time	Standard Time	Standard Time
July 24	7 23 38	1 30 3
July 25	8 11 35	2 40 3
July 26	9 0 33	3 50 3
July 27	9 49 31	5 0 3
July 28	10 38 29	6 10 3
July 29	11 27 27	7 20 3
July 30	12 16 25	8 30 3

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STEAMER	Depart Hong Kong	Leave Hong Kong	Leave Manila	Leave Sydney
TAIPING	12th Aug.	22nd Aug.	25th July	10th Aug.
CHANGTE				

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of corrections to charts inserted by
hand reached the enormous total of
272,741. The Department pro-
duced 313,724 charts for the use
of the Royal Navy and Government
Departments, and 336,805 for sale,
from which the net receipts were
£56,960. During the year 2,167
Admiralty notices to mariners were
published.

Rocks and Dangers.
It is significant that more rocks
and dangers (67) were discovered
by the surveying ships last year
than at any time since the War, the
highest previous total being 45 in
1928. Dangers otherwise notified
including 17 by the painful process
of vessel striking on them, totalled
447, as compared with 279 in the
previous year. The broadcasting
of wireless navigational warnings
during the year continued satis-
factorily, the total issued being
668; these reports are telegraphed
from the Admiralty to various
wireless stations in the British
Isles and broadcast thence accord-
ing to the area affected.

A large and varied amount of
surveying work was received in
the Department from other sources
—from Newport and Penarth
docks, surveys of which came from
the chief engineer of the Great
Western Railway, to South Georgia
in the Antarctic, plans of which
were sent in by Lieut-Commander
J. M. Chaplin, of the Discovery; or
from Nassau, in the Bahamas, from
which the harbour engineer sent
information, to Karachi harbour,
details of which were furnish-
ed by the Karachi Port Trust. Over
30 officials or authorities co-
operated in the exchange of
information. These were in
addition to the hydrogra-
phic departments of foreign Gov-
ernments who took part in the free
exchange, in accordance with
custom, of new charts and other
documents of hydrographic in-
terest.

NEW SUBMARINES.

REMAINING TEN DAYS AT
COLOMBO.

The new submarines Osiris
(Commander I. A. P. Macintyre),
Odin (Lt-Commander W. H. D.
Friedberger), Otus (Lieut-Com-
mander T. B. Brunton), Oswald
(Lieut-Commander F. Ruck-
Keene), accompanied by their
depot ship, H.M.S. Medway (Cap-
tain C. Cantile, D.S.C.), were due
in Colombo on July 11, en route
to the China Station and will re-
main there for 10 days.
These submarines are relieving
the "L" Class boats which passed
through Singapore some time ago,
homeward bound.

IDLE TONNAGE.

SHORTAGE OF CARGO FOR
ITALIAN VESSELS.

Because of lack of cargo 290,987
gross tons of vessels were laid up
in Italy on April 1, compared with
205,766 gross tons at the begin-
ning of March.

For repairs or alterations, a
total of 115,984 tons were laid up
at the beginning of April, as
against 108,705 tons in the pre-
vious month, and for other reasons
7,681 tons in April and 8,443
tons in March.

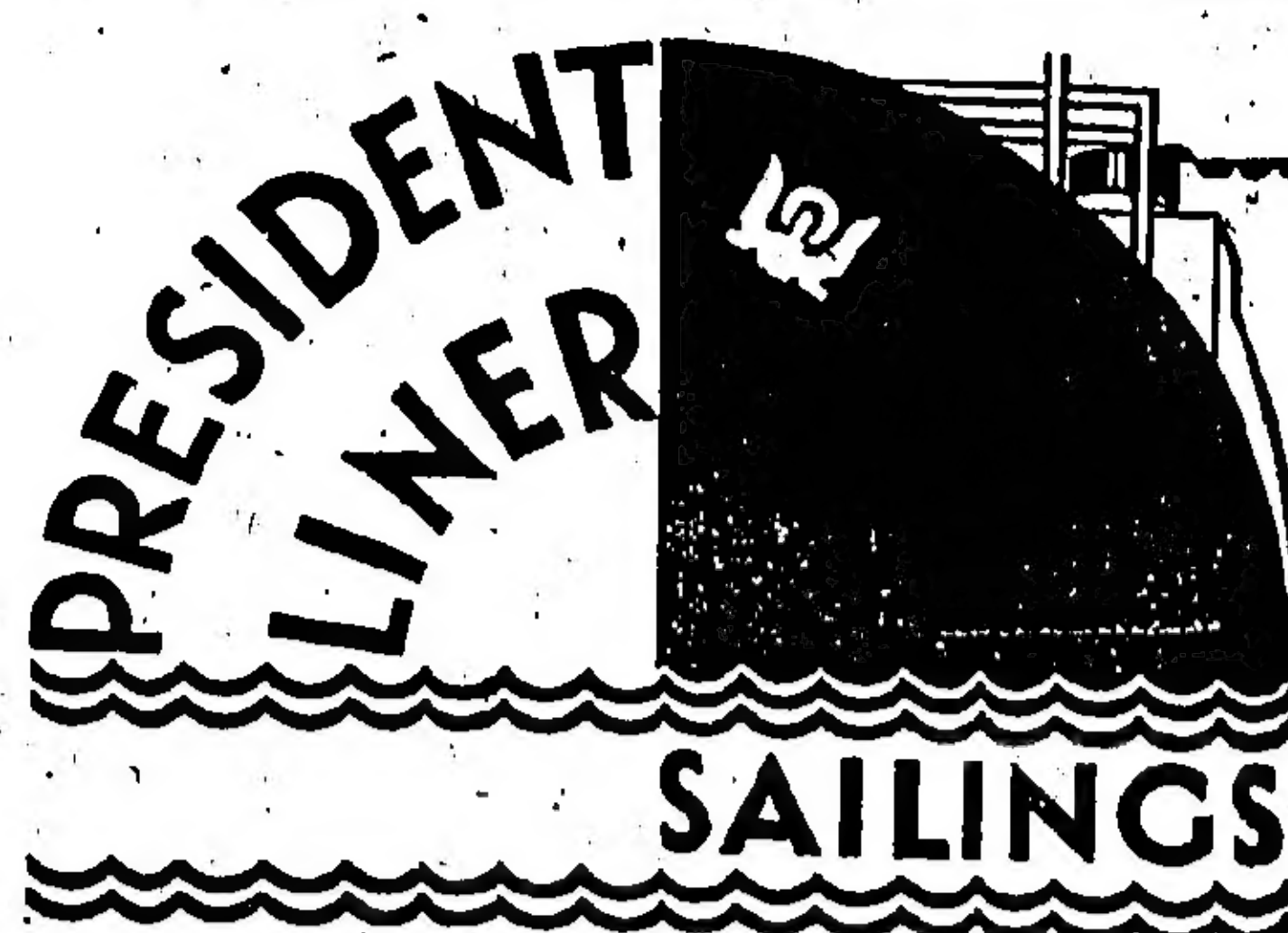
The total for April 1 was
414,652 tons the highest yet re-
corded. The total laid up at the
beginning of this year was 196,386
tons, the figures for January 1 of
the three previous years being
273,913 tons, 335,205 tons and
139,205 tons respectively.

PASSENGER LIST

DEPARTURES

Per s.s. Empress of Russia on
July 23:—

Miss L. M. Anderson, Mr. T.
and Mrs. W. D. S. Brownrigg, Mr.
Azuma, Miss E. E. Armstrong, Col.
J. G. Black, Mrs. H. B. Bates, Mr.
C. Breyer, Mrs. B. Cape, Mr. W. H.
McDermott, Mrs. P. S. Diego, Mr.
E. V. Dallimore, Miss S. Ellis, Mr.
and Mrs. O. Frander, Mrs. J. J.
Garcia, Miss R. Garcia, Miss M. B.
Hall, Miss F. Hiday, Mrs. M. A.
Haines, Miss J. F. Locke, Miss
B. F. N. Lewis, Mr. and Mrs. B.
Leonis, jun., Mr. F. Manrobb, Mr.
A. Maluenda, Mr. D. Patasini, Mr.
E. Rimes, Miss D. Starnier, Mr.
E. F. Streatfield, Mr. C. K. Stott,
Mrs. A. Thomas, Mr. and Mrs.
A. M. Tucker, Mr. R. T. Wood, Dr.
T. W. Ware, Mrs. M. I. Ware, Mrs.
C. E. Watson, Miss D. Watson.



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Pres. Taft ... Tues. July 29, 1 Pres. McKinley ... Tues. Aug. 5
Pres. Jefferson ... Tues. Aug. 12 Pres. Grant ... Tues. Aug. 19
Pres. Lincoln ... Tues. Aug. 26 Pres. Cleveland ... Tues. Sept. 2

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and Boston.

Pres. Van Buren Sun. July 27 Pres. Polk ... Sun. Aug. 24, 8
Pres. Garfield ... Sun. Aug. 10, 8 Pres. Adams ... Sun. Sept. 7

TO MANILA

Pres. McKinley July 29, 6 p.m. Pres. Grant ... Aug. 12, 6 p.m.
Pres. Jefferson Aug. 2, 6 p.m. Pres. Lincoln Aug. 16, 6 p.m.
CANTON BRANCH:—4, SHA KEE STREET.

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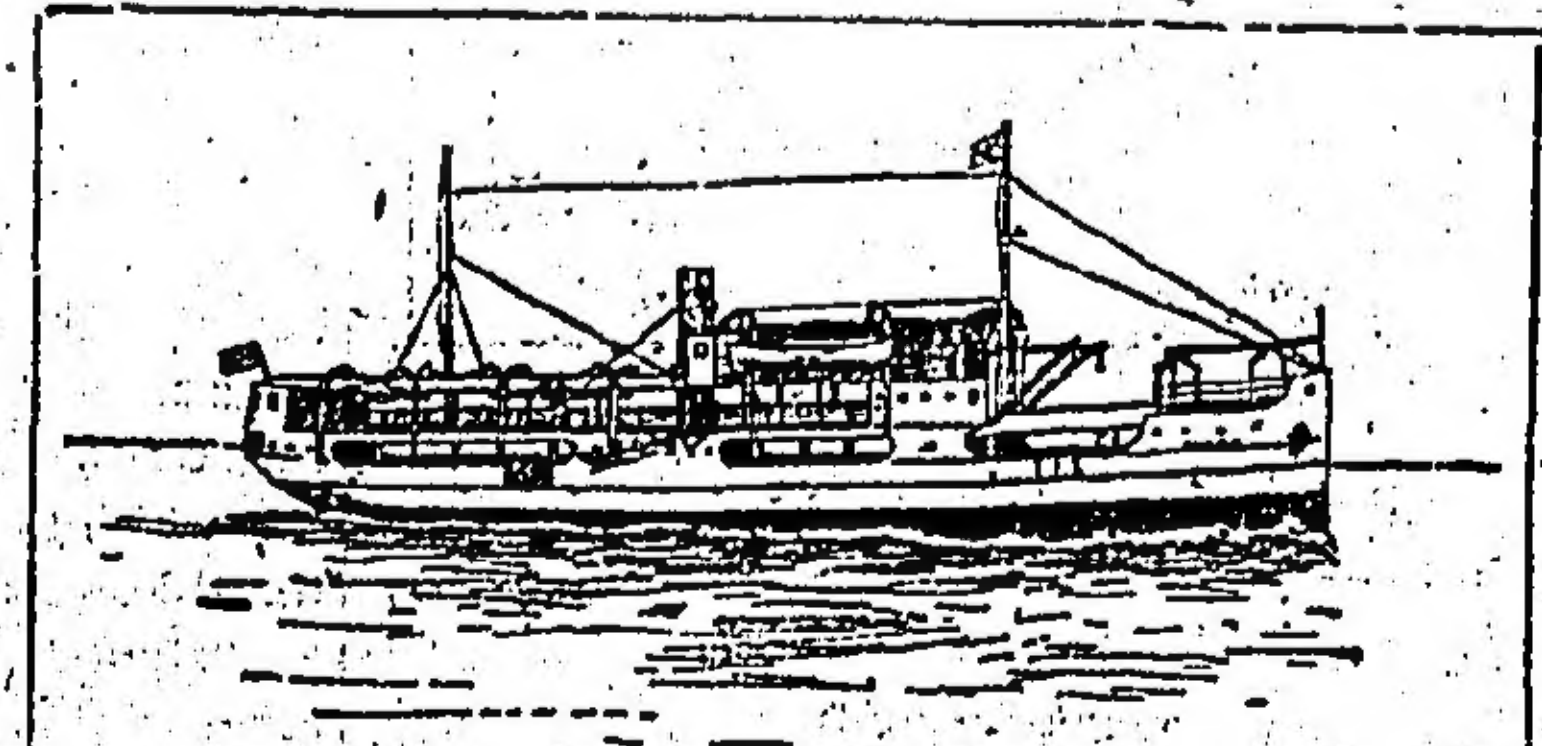
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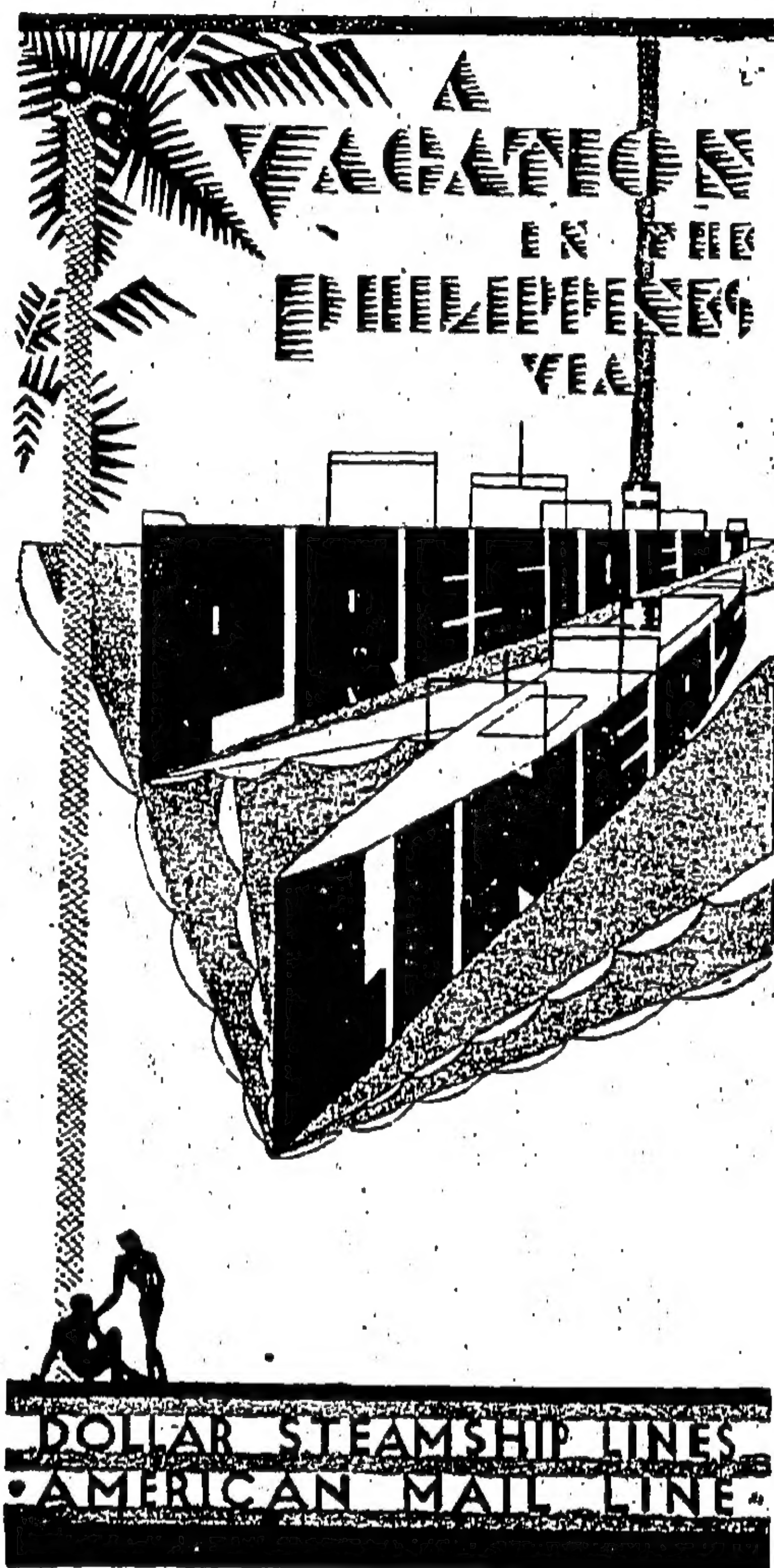
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DEATH

HAYNES.—At the Matilda Hos-
pital on July 24, 1930.
Margaret Haynes, dearly be-
loved wife of F. H. W.
Haynes.—Funeral will pass
the Monument to-morrow, Fri-
day at 5 p.m.

Hong Kong, Thursday, July 24, 1930.

"CRAZY" FLYING

According to a recent announce-
ment in the Press, the first
general meeting of the Flying
Club will open with a demon-
stration of "crazy" flying by the
Club's Pilot Instructor, Mr. H. A.
Howse, who has just arrived in
the Colony. Now, whilst it is
furthest from our wish to dis-
parage in the least the utilitarian
aims of this excellent body, we do
trust that the Club is not going
to be turned into a mere "stunt"
institution for the "bright young
things" of the Colony. "Crazy"
flying is all very well for R.A.F.
air pageants (in which, we under-
stand, Mr. Howse has taken part),
but the object of these exhibi-
tions or "demonstrations," as they
are called, is to provide thrills
for which the public is expected
to, and does, pay. They are pure-
ly "stunts," and it will be ad-
mitted by any experienced pilot
that such dare-devil feats as
"crazy" flying are not of any
great value to a pilot engaged on
an ordinary flying course. In time
of warfare it is often necessary to
perform acrobatics when en-
gaging the enemy in an air duel,
but such feats cannot be taught.
They are the products of iron
nerve and the ability to act with-
out a second's hesitation.
The members of the Flying
Club have no need whatever to

indulge in "crazy" aviation, or to
take any unnecessary risks,
either with their own lives or
with the machines, which are the
property of the Club, and which,
in turn, has been subsidised by
the Government for rather more
serious purposes.

It may be perfectly laudable on
the part of Mr. Howse to en-
deavour to display his capabilities
as a pilot by performing stage
tricks in the air, and he may also
consider that this will inspire the
more timid members with con-
fidence in his control of the
machine. Further, the Club
also have in mind, in all prob-
ability, the considerable publicity
which is likely to accrue from
the "demonstration." We have no
quarrel with any of these motives,
each of which is a perfectly legiti-
mate means of attracting the
public to the Flying Club, which,
as we have previously stated, has
our whole-hearted support.

We do feel, however, that the
more serious side of aviation
should be emphasised by the Com-
mittee. Whilst it cannot be dis-
puted that flying for many people
is a delightful recreation, and
also that to have a contingent of
trained non-professional pilots in
the Colony would be of inestim-
able value in the event of emer-
gency, the underlying aims of the
Club should have a more practical
basis. For instance, why has no
apparent thought been given to
the establishment of a civil pas-
senger and mail line to Canton,
Shanghai, or even to Singapore?
If the Government could be per-
suaded, in conjunction with the
Flying Club, to purchase a pas-
senger-carrying plane, and run a
regular service to Canton, for a
start, we are sure that this enter-
prise would meet with success and
receive the firm support of busi-
ness men, to whom such speedy
transit would be a boon. No
doubt the authorities at Canton
would be only too pleased to assist
a scheme of this kind and place
their landing grounds at our dis-
posal. In this way the Club
would not only place itself upon
a sound financial basis, but would
be the means of adding yet an-
other link to the long chain of
Empire aviation.

News in Brief.

Regarding ten months as a year,
was how a Chinese miscalculated his
banishment term, and thus return-
ed to the Colony. He appeared be-
fore Mr. Whyte-Smith at the Kow-
loon Magistracy this morning when
he was told by the Magistrate
that he was not due back till Novem-
ber, 1888. Sentence of eight months
hard labour was passed.

Man Shu-chau, secretary of the
Man On guild, 465 Shanghai Street,
Yau-mat, reported to the Police
yesterday that a member of the
guild who was sent out to collect
funds on July 15, absconded with
\$50.

The following forthcoming wed-
dings are announced:—Stanley
William Coleman, engineer, Pen-
insula Hotel, to Olga Baker-Sadler,
Airlie House, Kowloon, and Edward
Law, of Dragon Terrace, Hong
Kong, to Phyllis Viola Ho, of 42,
Kennedy Road, Hong Kong.

REDS FRUSTRATED.

POLICE AVERT DEMONSTRATION
AT WANCHAI.

Acting on information received,
the Police last evening frustrated
a Communist demonstration which
was timed to be staged on the re-
clamation at Wanchai at 6.30 p.m.
A strong force of plain clothes
men laid in wait for the would-be
demonstrators and as the crowd
gathered they revealed themselves.
There followed a general scurry to
get away from the law officers;
people running in all directions.
The Police succeeded in catching
six men and seized a quantity of
the usual pamphlets, which are be-
ing translated.
It is expected that the six ar-
rested men, who are now under-
going interrogation at Police Head-
quarters, will be brought before the
Court to-morrow.

BAND CONCERT.

"ARGYLLS" DELIGHT BIG
AUDIENCE.

The band of the 2nd Battalion,
the Argyll and Sutherland High-
landers delighted a large audi-
ence at the Kowloon Football
Club last night, the occasion be-
ing the third of the Summer
series of concerts arranged by the
K.R.A.

Starting off with a march, and
then a fine rendition of Weber's
"Oberon" overture, the band fol-
lowed with a programme of vari-
ous items which had been care-
fully selected with a view to suit-
ing all tastes.

Probably the most popular item
was the "Lightning Switch"
(Alford) a medley of popular
tunes neatly connected. The
pipes and band combined fea-
tures in this number, the soloist
being Pipe-Major R. Sinclair.

A march from "Parsifal," a
selection of Scottish airs, and an
arrangement by Ord Hume of
Squire's popular songs, were out-
standing selections in a pro-
gramme of all-round excellence.

"Abide With Me" was played as
the finale, the community joining
in singing the verses of the hymn.
Mr. C. S. Best, A.R.C.M., con-
ducted with admirable sympathy
and skill throughout.

LAD OUT
OF
THE DIRGE OF SIZE.

One more unfortunate
Eager to fight,
Rashly importunate
Stopped a straight right.

Take him up tenderly,
Lift up the mass,
Fashioned so slenderly,
Jawbone of glass.

Look at those lips of his,
One of Goth's family,
Wipe those poor lips of his
Oozing so clammy.

Move with alacrity,
Be not detractory,
Nor let the fact that we
Lost on him vex us.

Even though we owe a lot,
Talk not such woolly rot,
Think of the blow he got
Right on the plexus.

Heave him up readily,
Careful your clothes,
For the blood steadily
Wells from his nose.

Oh, it is pitiful,
Near a whole city full
Gleam at him prostrate.
Effervescence froth and fizz,
Jaw their hypochondria,
Swear at the thought of his
Share of the gross gate.

Two or three rousing rounds
Fetch him five thousand pounds,
Him now unconscious.
Hark to the criticisms,
See how the witticisms,
Chestnuts and solecisms
Ripple the paunches.

Blinking and quivering,
Gasping and shivering,
Sits he upright.
Stares round amazedly,
Sees and hears dazedly,
Murmurs half-erasedly:
"Who won the fight?"

Many an optimist
Half off his chump,
Thinking to top the list
Falls with a bump.

Artists cartooning him,
Writers lampooning him,
Painters portraying him,
See how they want all,
Striving their wit to prime,
Labouring overtime,
Searching for words to rhyme
With horizontal.

Think of him mournfully,
Sadly, not scornfully,
Heavyweight pug,
Fashioned so slenderly,
Laid out so tenderly,
Flat on the rug.

—W. E. in the Yellow Dragon.

GLOUCESTER HOUSE
FATALITIES.Conclusion of Coroner's
Inquiry.

JURY'S RIDER.

Evidence concerning the delay in
the arrival of the ambulance con-
cluded the inquiry, yesterday after-
noon, by Mr. R. E. Lindsell and a
Coroner's jury into the Gloucester
Building tragedy which cost the life
of four Chinese workmen.

Chan Yu-chin, a telephone clerk
at the Central Fire Station, said
that he received the first call for an
ambulance at 10.19 a.m., on June
28, from Jardine's. Seven minutes
later a Chinese phoned, and at 10.25
a call came from the Central Police
Station. As there was no ambu-
lance at the time, witness telephoned
to the Tung Wah Hospital and
they promised to send an ambu-
lance.

According to Mr. B. C. J.
Buckridge there were two ambu-
lances at the Fire Station. On the
28th only one was available, the
other having been damaged the
previous afternoon. The ambu-
lance which was doing duty on the
28th was called out to the Naval
Hospital at 10 a.m. It was not
until 10.50 that the ambulance be-
came free and as soon as the
dressed communicated with the
Station for further orders it was
sent to Gloucester Building.

After an absence of five minutes,
the jury returned with a verdict of
accidental death. They were satis-
fied that the delay in the arrival
of the Fire Brigade ambulance
was due to unavoidable circum-
stances. They, further, added a
rider with respect to the accident
itself. The rider was as follows:—
This jury considers that for the
protection of the public the
supervision of the erection of such
a structure should be brought with-
in the province of a responsible
authority.

The Magistrate:—Do you mean
the officers of the P.W.D.?

The Foreman:—I should say
preferentially.

The Magistrate:—You mean a
Governmental authority?—Yes.

TO FIGHT LEPROSY.

WOOD MEMORIAL YACHT IN
SINGAPORE.

Singapore, July 14.

A pathologist and a newspaper
man to-day turned sailors when Dr.
H. Windsor Wade, chief pathologist
of the Cullion Leprosy Colony, and
Frank W. Sherman of the Manila
Daily Bulletin boarded the motor
yacht General Wood—new 69 foot
flagship of the Cullion fleet.

Dr. Wade, as field director for the
Leonard Wood Memorial for the
Eradication of Leprosy, came to
Singapore with Sherman to take
delivery of the General Wood. Yester-
day the boat arrived by steamer
from the shipyards in Holland
where she was built.

To a slight extent the General
Wood, named in honour of the mem-
ory of the late Governor General
Leonard Wood of the Philippines,
was damaged in unloading. But re-
pairs have been made and the boat
is being conditioned for a plucky
voyage through enchanted seas to
Culion and Manila.

The General Wood, which will be
used exclusively for establishing
closer contact between the various
leprosy colonies in the Philippines, will
cruise to Manila by way of ports
in the Dutch East Indies, Borneo
and Mindanao.

Commodore Wade will have an
all-Philippine crew aboard the General
Wood when she cruises northward
to her home base. They are busy
storing supplies aboard, turning
over her twin Diesel engines and
compensating the compass.

There is considerable local inter-
est in the General Wood and in the
work of the Philippines government
to eradicate leprosy, as described
by Dr. Wade in numerous interviews
with local reporters and foreign
Press correspondents.

Captain Manuel Crisologo is
master of the General Wood and
Dionisio Errasquin is chief en-
gineer. Domingo San Andres is
the mate and Eladio Oronea is
second engineer.

All are here, working like beavers
to prepare the General Wood for the
voyage through the Celebes and
Sulu seas.

When she poses her way out of
Singapore harbour in a few days
the General Wood will lay her course
for Batavia, Java.—United Press.

OIL INDUSTRY.

Oklahoma City, Yesterday.
As the production of oil, already
curtailed to 650,000 barrels, has ex-
ceeded the market demand by 100,
000 barrels, the State Corporation
Commission has ordered the daily
output at Oklahoma to be reduced
to 550,000 barrels until August 31
next.—Reuters American Service.

NIGHT CLUB LIFE
REVIVED.Scores Opened Lately
in London.

PUBLIC WARY.

Scores of new night clubs have
been opened in London during the
last three months, and the Daily
Express learns that Scotland-yard
is taking a keen interest in this
revival of night life.

Many old premises which have
been raided and closed have been
started again under new names.

Groups of special detectives, at-
tached to the Flying Squad, have
been patrolling the night-club
areas for the last six weeks, watch-
ing for infringements of the licens-
ing hours.

These detectives wear evening
attire, and they are mostly young
men of good education.

Dancing Girls Back.

It seems, however, that they are
known to the night-club queens
and their managers. Recent
visits to clubs in the neighbour-
hood of Shaftesbury-avenue and
Regent Street have failed to pro-
duce any evidence of infractions of
the law.

Hundreds of dancing girls who
lost their means of livelihood when
the police raids of a year ago
closed down nearly 75 per cent. of
the night resorts, are at work
again. Great efforts are being
made to popularise these centres.

One club, which has always
rigidly followed the regular licens-
ing hours for the sale of drink,
has been giving away expensive
favours to its guests.

Canaries in cages, expensive
French dolls, and elaborate paper
costumes, are being offered to the
women who come early enough to
dine or take supper.

Expensive dance bands have
been hired, and elaborate cabaret
productions are being staged to
add to the attractions of the night
clubs.

But there is no doubt that the
night life public of London is
frightened. There have been too
many raids. Too many visitors
have found themselves lined up to
give "names and addresses" by
smiling and courteous but deter-
mined police officers.

The Temptation.

London's newest night resorts
all start by serving according to
the hours prescribed by law, and
the police do not interfere.

The temptation to the night club
manager grows; his wealthy
patrons are not satisfied with the
reply, "Too late, sir," when they
give their orders; special conces-
sions are made, the profits mount
rapidly, and the old order of drinks
at any hour soon returns.

Ten Years Ago.

[From the "China Mail,"
July 24, 1920.]

To-day's dollar is worth 3/
84d.

The owner, a wealthy merchant
of a certain Chinese city, recently
instructed the captain of a river
steamer to give the mate twenty-
four hours' notice in order that he
might be replaced by a Portuguese,
holding a Macao certificate.

The skipper, who was prepared to
refuse to sail with the Portuguese,
immediately went to the Guild,
which in turn approached the
Harbour Master, who replied that,
he could find no record of any cor-
respondence between the Govern-
ment and the Macao port authorities
during his predecessor's term of
office.

The Harbour Master, however,
did not give the necessary permis-
sion for the ship to sail.

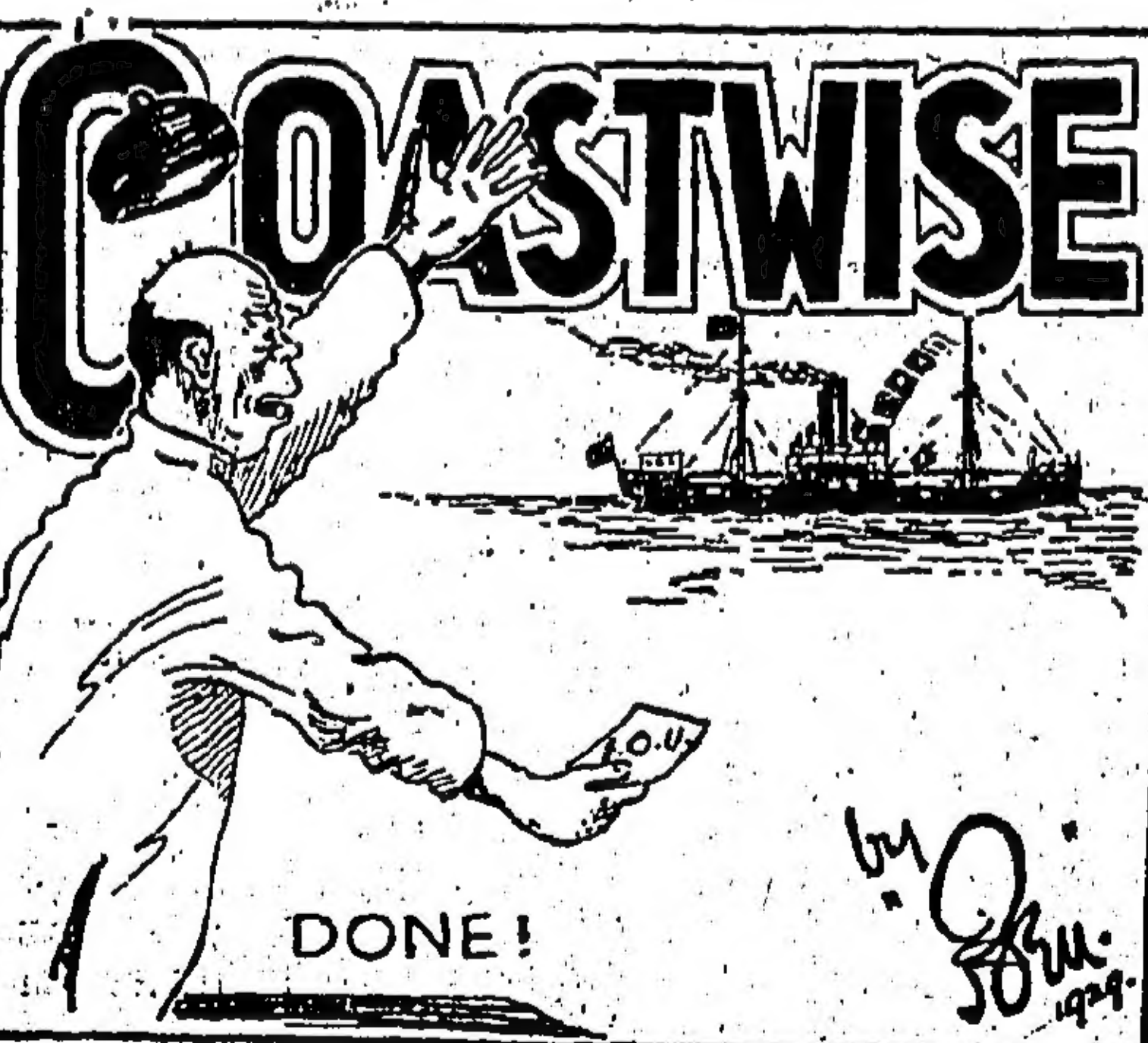
Consequently the British mate
retained his position. How about
it?

Ten Years Hence.

[From the China Mail of
July 24, 1940.]

Two expert rain makers arrived
in the Colony with a view to
breaking the long drought. They
claim to have met with great
success in the Sahara.

In continuance of the campaign
against tuberculosis, forty-five
Chinese appeared at the Magis-
tracy charged with "spitting in
buses and ferries." Of these 39
were first offenders and were fined
\$5 each; whilst the others, hav-
ing previous convictions, were
sentenced to be imprisoned until
the Court rose.



An interesting book of Cartoons
depicting "Happenings" on the
China Coast cleverly drawn by
"ALGIE" BENNETT.

PRICE \$1.00

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THE NEWSPAPER ENTERPRISE LTD.

CHINA MAIL BUILDING, WYNDHAM STREET.

MARCH ON KWEILIN.

INSURGENTS HASTILY ERECTING
FORTIFICATIONS.

THEIR LAST STRONGHOLD.

Canton, Yesterday. With the capture of Lai-pu, Shouyen, and Pinglo, the Cantonese forces commanded by Li Yang-king, Wang Yam-wan, and Fan Tak-shing are pushing forward toward Kweilin as their objective. The 59th Division under Yu Hon-mou are now attacking Luchai, midway between Kweilin and Luchow, with the object of cutting the insurgents' communications, as the food-stuffs for Kweilin are chiefly supplied from Luchow. The interruption of which will force the rebels to evacuate Kweilin.

In view of their apprehension for the fall of Kweilin and Luchow, their last strongholds, the insurgents are reported to be busily engaged in erecting fortifications along Yungfuk, Loyung and Luchai during the last few days.

Northern Expedition.

Arriving at Pukow on July 18, the 61st Division of Cantonese forces under Chang Kwong-nei left for the Tsin-Pu front on July 21, and are reported to have arrived at Nansuchow, in north Anhwei. The 60th Division commanded by Tsai Ting-kai left Pukow on July 23 for the same destination. — Canton News Agency.

CIVIL WAR.

POCHOW TAKEN BY
NANKING.

ENEMY'S SEVERE LOSSES.

Nanking, Yesterday. The Government received a message from Chiang Kai-shek to-day, stating that the Government troops captured Pochow yesterday morning, the Northerners, under Sun Tien-yung, who had been holding out for more than two months, retreating westward towards Luyi, and the Government forces advancing towards Honan.

Chiang reports severe fighting on both the Loughai and Peking-Hankow railway fronts during the past ten days, the Northerners rushing their entire force to the fighting line for a "last offensive."

Three divisions of Kuomintang troops attempted unsuccessfully to break through the Government forces surrounding Pochow.

Other Kuomintang troops on the Peking-Hankow front were repulsed with severe losses, and are now retreating to places north of Hsuehchang.

It is reliably reported that the Government has decided to start a big offensive on the Tientsin-Pukow railway front on Friday morning, driving towards Tsinanfu.

Chiang Kai-shek has arrived at Hsuehchowfu and is directing operation.

Peking, Yesterday. Wang Ching-wei arrived this evening from Tientsin, and was greeted by leading Police, Military and Kuomintang officials. — Reuter.

PEACE MOVE.

INTERVIEW WITH GANDHI IN
JAIL.

Poona, Yesterday.

Mr. Jayakar and Sir Tej Sapru had a four-hour interview with Gandhi in Yeroda jail. Both subsequently declined to be interviewed, but Sir Tej Sapru's demeanour indicated that the conversations were very satisfactory.

Subsequently they saw the Congress leader, Mrs. Naidu, who is in the same jail, and will again interview Gandhi to-morrow. — Reuter.

[The meeting is an unofficial attempt to bring about a truce in the civil disobedience movement.]

KINGS-FORD SMITH.

PROPOSED SOLO FLIGHT TO
AUSTRALIA.

New York, Yesterday.

Kingsford-Smith, accompanied by Captain Saul and Mr. John Stannage, two of his companions in the trans-Atlantic flight, is leaving for Europe to-night.

His next enterprise will be a solo flight from England to Australia in a sport plane, equipped with a Gypsy engine, in an attempt to beat Bert Hinkler's record of 15½ days on the journey. — Reuter's American Service.

GREATER AMERICA.

New York, Yesterday. According to an estimate based on the preliminary census returns of forty-one States, the population of the United States is nearly 123,000,000, an increase of 17,244,000 in the past ten years. — Reuter's American Service.

TRADE REVIVAL.

PROPHECY OF SIR FREDERICK
LEWIS.

CERTAIN TO COME.

Rugby, Yesterday. Sir Frederick Lewis, Chairman of Furness, Withy, and Co., the great shipping firm, to-day at a meeting of that Company prophesied the approach of a trade revival. He said "My optimistic view is justified by the belief that the existing conditions are part of a state of settling for a trade revival which will come as surely as anything which it is possible to predict. — British Wireless Service.

WRONG MEDICINE.

TRAGIC DEATH OF A LEPRO
CHIEF.

Manila, July 12.

Investigation conducted by the secret service regarding the sudden death of Dr. Eloy V. Pineda, chief of the lepro division of the San Lazaro Hospital, was dropped last night when it was established to the satisfaction of the investigators that no one was to blame for the tragedy but himself.

The trend of police investigation regarding his death was to establish responsibility for carelessness either in the killing of a prescription or else the author of the prescription, for the sulphate of barium, which was bought from a local drug store.

Detectives came into possession of a doctor's prescription written in Dr. Pineda's own handwriting calling for 80 grams of commercial sulphate of barium which was filled and sold to Dr. Pineda by a drug store on the Escolta.

Dr. Sixto de los Angeles, chief of the medico-legal division of the college of medicine, University of the Philippines, who performed the autopsy on the body of Dr. Pineda, stated last night that he has established it as a fact that the doctor met death by poisoning due to the effect of the chemical.

Dr. De los Angeles explained that the clinical solution of sulphate of barium is not poisonous, but what Dr. Pineda drank, according to the U. P. professor, was the commercial solution of the chemical, which is very poisonous.

Dr. Pineda bought the drug believing that he had ulcers of the stomach. The drug was for the purpose of facilitating the taking of X-ray photographs. However, Dr. De los Angeles announced that he found that Dr. Pineda was not suffering from ulcers of the stomach.

Dr. Pineda drank the chemical which he bought at dinner time on Thursday night. At 9 o'clock a few minutes after he had taken the medicine, he noted symptoms of poisoning. He immediately called Dr. Catalino Gavino, chief of the San Lazaro Hospital, saying he was attacked with cholera.

Dr. Gavino treated Dr. Pineda as a cholera patient, but realised too late that his patient was the victim of poisoning. Dr. Pineda died at about 5 a.m. yesterday.

Dr. Pineda was a graduate of the college of medicine and surgery of the University of the Philippines, class of 1920. In 1922, he was appointed assistant pathologist of the modern leprosy treatment station at Cullion, where he stayed for six years. It was while in Cullion that he discovered the "bacterium leprae" in the umbilical cord of new-born babies of leprosy mothers, establishing the fact that the infection may be conveyed to offspring.

Dr. Pineda made some very important contributions to the medical profession and hardly a year has passed since 1922 that he did not produce something of importance. — Manila Bulletin.

CONVICT REPUBLIC.

INGENUOUS SOVIET
MOVE.

Warsaw, June 16.

According to the newspaper, Kurjer Poranny, the Solovetski Islands in the White Sea, which is the Soviet's dread place of deportation, have become a sinister republic, of the condemned.

The Soviet, finding that typhus and scurvy were killing off 50 per cent of its many garrison posts, as well as a similar proportion of convicts, and that the troops were so reluctant to go there that some mutinied, has solved the problem by creating the Solovetski Islanders into a separate republic.

Short-term Communist convicts, are guarding their brother convicts, and are allegedly practicing very severe discipline under the promise of remission of sentences. Many titled Russian nobles are among the hapless populace of the new republic.

ROUND THE CINEMAS

"LOVE, LIVE AND LAUGH"
AT QUEEN'S.

SHOWING TO-DAY.

George Jessel, starred in the Fox Movietone all talking drama, "Love, Live and Laugh," now playing at the Queen's Theatre. It is a "jazz singer" who never sang a jazz song. Jessel, for many years on the vaudeville and musical comedy stage, gained his reputation as a jazz singer in the stage play of that name in which he starred for three years.

"But I've never sung a jazz song in public," Jessel said, "My type of song is the ballad, I know it and I've never tried to step into another field. It's peculiar, though, how people think of me as a jazz singer."

In "Love, Live and Laugh," which was directed by William K. Howard, Jessel sings two original songs, especially written for the Fox production by I. Wolfe Gilbert and Abel Baer, well known song writers. The songs are "A Song of Margharita" and "Two Little Baby Arms."

"THE VIRGINIAN"

Three of Paramount's most active and most powerful actors will be seen and heard in "The Virginian," all-talking classic at the Central Theatre from to-day to Monday. They are Gary Cooper, Richard Arlen, and Mary Brian. Each has had phenomenal success in the new medium of talking pictures and each is a great favourite.

Cooper plays the role of the Virginian, Arlen is Steve, and Miss Brian is cast as Molly Wood, the school teacher with whom the Virginian falls in love. Walter Huston, veteran of the Broadway stage, and a great movie favourite since his outstanding appearances in "Gentlemen of the Press" and "The Lady Lies," will be heard in the featured role of Trampas, the ringleader of the cattle rustlers in the play.

"The Virginian," a novel by Owen Wister, was first published in the 80's and it was acclaimed at that time as a great American novel. Many American leaders in literary circles maintain that it is still the greatest American novel ever written.

It was re-written for the stage by Wister and Kirk La Shelle and as a play it earned widespread renown, bringing immortal fame to a number of actors who played its title role to packed houses all over the country.

The talking picture brings "The Virginian" to the public in a new and more engaging medium—a medium that gives this romantic theme a fuller scope and a much more realistic treatment. All the authentic sounds of the cattle range, the dialogue of the principals; the third dimension, one might say, is brought to the screen in this New Show World production.

TO AID SLEEP.

COMPASS IS NEW FRENCH
THEORY.

Paris, June 30.

If you want to sleep well, take a compass to bed.

French scientists after sleepless nights and nights of sleep have discovered that the art of sleeping consists of turning your bed so that your head is to the north and your feet to the south.

This "law of oriented sleep" is really nothing new. In 1844, an Austrian chemist, Charles de Reichenbach, who had previously discovered creosote and paraffine, conceived the theory that it was best to sleep from north to south.

Dr. Fere, in 1905, tested the theory for the French Biology Society, and came to the same conclusion. He had had dreams and pains every time he went to a bed that was standing east and west. But if he moved his bed around to a right angle, his pains disappeared and he slept like a child.

Last month, two other French engineers, M. Duchatel and M. Rene Warcollier, tested the Reichenbach-Fere law and they found it based on fact. They even went a step farther, and decided that not only must humans sleep from north to south, but they must work from east to west.

Without explaining whether magnetic terrestrial currents or the rotary movement of the earth are to blame, they concluded that a compass is as necessary in a box of tools as a screw-driver.

"All work executed by movements from north to south cause a useless waste of effort, and all rest taken from east to west bring insufficient repair of preceding fatigue," their report states. They urge the turning of beds, and the moving of office desks or workshop tables to double results. — United Press.

SALVATION ARMY.

NEW RESCUE HOME
SCHEME

A WORTHY CAUSE.

It is learned that the Salvation Army has leased the Kowloon Dairy (Miss Ahwee's) in Prince Edward Road, with a view to an intensive "campaign" in Hong Kong. The house will accommodate 25 girls, and will be formally opened very shortly as the Salvation Army Industrial Home, which in Chinese is called "Poi Tuk Yuen."

An appeal is to be made to the public to carry on this admirable work. The Army's rescue system, it is understood, enables it to finance its work itself to the extent of two-thirds. For the remaining one-third the Army must depend on the public.

It is not proposed to keep the girls in the home as permanent residents. They will be taught various domestic science subjects, and will then become available for private employment.

Donations should be sent to Ensign Rains, Salvation Army Industrial Home, Prince Edward Road, Kowloon. Gifts of Chinese clothing (the inmates will all be Chinese) will also be gratefully received.

ALL READY TO DIE!

THE PASSING OF "OLD
MOE."

It is one thing to predict the day of one's demise, and it is another to have that prediction come true. This is the story of the aged Mo Yung-tse, better known as "Old Moe." Old Moe, says the Shanghai Times in its issue of July 15, was the oldest coolie in point of service and years in the employ of the local office of the Dollar Steamship Company.

Old Moe was a great believer in fortune-tellers, whom he constantly consulted. Last week Moe, who was a privileged character with company officials, startled them by announcing his resignation. Mr. George J. McCarthy, assistant general passenger agent, and other officials tried to dissuade the aged coolie from leaving. Their words fell upon deaf ears. Moe was firm and determined. Pressed for an explanation, Moe stated that he had visited his favourite fortune-teller, that the said fortune-teller had gazed upon a glass ball—presumably a crystal gazer—and that the glass turned red.

The fortune-teller, according to Moe, then told him that his time had come, naming the day and hour in which his spirit would leave the flesh, which, Moe stated, would be Monday at 11 a.m. as foreigners reckon the time.

The officials were sympathetic but amused. They felt that Old Moe would soon return to his job. That was last Friday. Saturday and Sunday passed. No Moe. Came Monday. Still no Old Moe. Mr. McCarthy grew worried. Tuesday he sent a Chinese to the home of the faithful old employee.

Too late. Old Moe was dead. But in dying he fooled the fortune-teller. Old Moe died at 7.45 a.m. instead of 11 a.m. Officials of the company have provided a decent burial and have raised a fund for his relatives. These officials say that there will never be another coolie like Old Moe. He broke all regulations, invaded private conferences, "sassed" his superiors, defied other Chinese, yet was absolutely trustworthy, reliable and conscientious. He met nearly every incoming vessel of the company and was known to all captains and other officers. The passing of Old Moe is keenly regretted.

MISSIONARIES SAFE.

Foochow, To-day. Messrs. Martin and Mucello returned last night from Yenching, bringing back all the British missionaries, numbering 23, and most of the American (21).

The Consulate received every courtesy and facility from Lu Hsing-pang and Government officials opposing him.

Messrs. Harrison and Nettleton are believed to be comfortably housed and well treated, and Lu Hsing-pang assured Mr. Martin that he was making every effort to secure their release. — Reuter.

MISSING AMERICAN.

Hankow, Yesterday. A private rescue expedition, organised by the Hankow Gazette, and substantially financed by a London newspaper, left last night to search for the missing American. — Reuter.

NEW
ADVERTISEMENTS.

FOR SALE

FOR SALE.—1930 Commander Studebaker 7 Seater Saloon. Only done 3,000 miles. Paint and condition perfect. Owner leaving Colony. Any trial. What offers? Reply to Box No. 660, c/o "China Mail."

SHADOWS BEFORE

COMING EVENTS ANNOUNCED
IN CHINA MAIL

To-day — Queen's Theatre.
"Love, Live and Laugh." Theatre.
To-day — Star Theatre.
"Lady of the Pavements." Theatre.
To-day — World Theatre.
"Four Sons." Theatre.
To-day — Majestic Theatre.
"Legion of the Condemned." Theatre.
To-day — Central Theatre.
"Virginian."

Home Mall.
To-morrow—Inward from Europe via Siberia (Hakusan Maru); Outward for Europe via Marseilles (Hakusan Maru), 6 p.m.

Sports
See Special Sports Diary on page 8.

Lammerts' Auction.
July 29—At 339, Leichikok Road, household furniture, 11 a.m. Meeting.

July 28—Important meeting of Subscribers to the Kowloon Long Building Scheme, Garden City Club, 9, Cumberland Road, Kowloon Tong, 2.30 p.m.

Miscellaneous.
July 31—Band Concert; Cricket Ground, 5.30 p.m.

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on 355 metres:

6.30 p.m.—Kiddies' Half Hour entertained by Auntie Pat, Uncle Dick and Jeff.

6.30-8 p.m.—European Programme of Parlophone Records. "Lohengrin."

Emmy Bettendorf and Karin Branzell (Duet) (P9497-1). "Sweethearts' Holiday"—Fox Trot. "All that I'm Asking is Sympathy"—Waltz.

Tampa Blue Artists (R550). "La Source"—Ballad Suite, The Victor Olof Salom Orchestra (E19983).

"The Punch and Judy Show", "You're in the Way" (R599). Rals da Costa (Pianoforte) (R599).

"Der Rosen Kavalier". Edith Lorand-Orchestra (P9491-1). "Steadfast and True"—March.

"The Parlophone Laughing Record No. 2 (The Singing Lesson)". Parlophone Military Band (E5500).

"Fortissimo". Parlophone Streich Orchestra (P9492-1).

"Mickey Mouse"—Fox Trot. "March of the Chocolate Soldiers"—Fox Trot.

Arthur Rosebery's Band (R562). "Andalusische Serenade". Edith Lorand Orchestra (B12175-II).

"Dance of the Raindrops"—Fox Trot. "Vamp of Bagdad"—Fox Trot. Arthur Rosebery's Band (R597).

"Sprich Night Von Ewig Liebe", "Unter Dem Lindenbaum". Emmy Bettendorf (Soprano) (P9489-II).

"Wie Sieht Du Aus". "Parfum". Saxophone Orchestra. Debbel (B12173-II).

"Der Liebeswalzer". Emmy Bettendorf (Soprano) (P9490-II).

8 p.m.—Chinese Programme. 9 p.m.—Weather Report. 9.01 p.m.—Chinese Programme continued.

10.30 p.m.—Close Down.

COAL MINES BILL.

HOUSE OF LORDS AGREE TO
MODIFICATIONS.

London, Yesterday. The House of Lords have now agreed to the modifications to the Coal Mines Bill. — Reuter.

Measure for Royal Assent. Rugby, Yesterday.

After some discussion the House of Lords this afternoon agreed to the slight alteration which the House of commons had returned in the Lords' amendment to the Coal Mines Bill. The compromise effected between the two Houses regarding the "spread over" of hours will thus be incorporated in the measure for Royal assent. — British Wireless Service.

GLEN CURTISS.

DEATH OF FAMOUS U.S.
INVENTOR.

Buffalo, Yesterday. The death has occurred of Mr. Glen Curtiss, the famous American aeroplane inventor and aviator. — Reuter's American Service.

Columbia
THIS MONTH'S NOVELTY RECORDS

DE9—Tommy Handley Calling Handley.
4745—Day's Broadcasting Clapham and Dwyer.
DX44—Trooping the Colours Grenadier Guards' Band.
5695—Fourth Form at St. Michael's Will Hay's Scholars.

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Sport Columns

WATER POLO.

V.R.C. SCRAMBLE
HOME.

R.A. IN FORM.

The V.R.C. just scrambled home in their first division water polo match with the Royal Artillery last night. The gunners pulled out some extra special form, and held the home side throughout the game. Admittedly the V.R.C. were not at their best, but the R.A. deserve "full marks" for a spirited exhibition.

At half-time the V.R.C. led by two goals to one, and there were no further goals in the second half. The outstanding man of the match was undoubtedly Ribbards, who gave a magnificent exhibition in the Artillery goal.

Easy Win for Fukien. Fukien ran riot in the first half against the Heavy Battery. This was in a second division game. They put on five goals to the Service team's one, and looked like putting a good many more. However, in the second half, with three Chinese players out of the bath, the Service men held their own, and the final whistle blew with the scores still five to one in favour of Fukien.

TENNIS.

MIXED DOUBLES
RESULTS.

The results of the matches played yesterday in the mixed doubles tournament were as follows:—

Kowloon Cricket Club was defeated by the U.S.R.C. by eight sets to one. The full scores were E. C. Fincher and Mrs. Sayer (Kowloon C.C.):—
lost to L. Goldman and Mrs. Taylor 3-10
beat Col. Skinner and Mrs. Dook 6-1
lost to E. Grimble and Mrs. Keary 2-6

E. F. Fincher and Mrs. Hambly (Kowloon C.C.):—
lost to L. Goldman and Mrs. Taylor 2-6
lost to Col. Skinner and Mrs. Dook 1-6
lost to E. Grimble and Mrs. Keary 2-6

G. Bodiker and Mrs. Kow (Kowloon C.C.):—
lost to L. Goldman and Mrs. Taylor 2-6
lost to Col. Skinner and Mrs. Dook 6-8
lost to E. Grimble and Mrs. Keary 6-8

L.R.C. Against Varsity. The Ladies' Recreation Club defeated the Varsity by 6 sets to 3. The full scores were:—
H. Nyhoff and Mrs. James (L.R.C.):—
beat F. Y. Khoo and Miss R. Perry 6-2
lost to G. de Souza and Miss R. Kwok 4-6
beat Y. K. Ng and Miss Grace Ho Tung 6-1

T. C. Monaghan and Mrs. Gilmore (L.R.C.):—
beat F. Y. Khoo and Miss R. Perry 6-3
lost to G. de Souza and Miss R. Kwok 4-6
beat Y. K. Ng and Miss Grace Ho Tung 7-5

Capt. Etherington and Mrs. Lissaman (L.R.C.):—
lost to F. Y. Khoo and Miss R. Perry 4-6
beat G. de Souza and Miss R. Kwok 7-5
beat Y. K. Ng and Miss Grace Ho Tung 6-1

TEST TEAM CHANGE?

CHAPMAN'S REQUEST.

Rugby, Yesterday. In view of the uncertainty of the weather, Chapman, the English captain, has asked that Goddard, the young Gloucestershire fast bowler, should be available to play in the fourth Test match at Manchester on Friday, July 25.—British Wireless Service.

AUSSIES UNLUCKY.

Sunderland, Yesterday. The match between Durham and the Australians had to be abandoned on account of rain.—Reuter.

Our Sports Diary

LOCAL

Water Polo—To-morrow—Division II.—Somerset v. V.R.C.

Monday—Division I.—Somerset v. R.A.; Division II.—Kowloon v. Fukien Club.

Wednesday—Division I.—V.R.C. v. Navy; Division II.—V.R.C. v. University.

Lawn Bowls—Saturday—Division I.—Talkoo v. Kowloon Dock; Civil Service v. Craighower; Police v. Kowloon Bowling Green; Recreation v. Kowloon C.C.; Division II.—Electric R.C. v. Recreation; Kowloon C.C. v. Talkoo; Kowloon Bowling Green v. Civil Service; Craighower v. Yacht Club.

Tennis—Wednesday—Mixed Doubles—United Services v. Club de Recreation; K.C.C. v. C.R.C.

Aquatic Sports—Saturday—Volunteer Corps aquatic sports, V.R.C., 9 p.m.

Racing—September 27—Seventh Extra Race Meeting.

October 10 and 11—Eighth Extra Race Meeting.

HOME

Cricket—To-morrow—Fourth Test Match, Manchester.

Racing—July 29—Stewards' Cup, Goodwood.

July 30—Goodwood Stakes, Goodwood.

July 31—Goodwood Cup, Goodwood.

Boxing—July 28—Phil Scott v. Young Stribling, Wimbledon Stadium.

BASEBALL.

RESULTS OF LEAGUE MATCHES IN UNITED STATES.

New York, Yesterday. The results of the games played in the National League are as follows:—

National League.
Brooklyn 4 St. Louis 1
Boston 7 Cincinnati 8
(Replayed, Boston again won by 6 to 5.)
Philadelphia 1 Pittsburgh 2
(Replay, Boston again lost by 15 to 16.)

American League.
Cleveland 10 New York 6
St. Louis 9 Washington 10
Chicago 5 Boston 3
Detroit 1 Philadelphia 4
—Reuter's American Service.

TOURISTS IN THE PHILIPPINES.

Extensive Publicity Campaign.

INFORMATION NEEDED!

In line with definite plans recently formulated by the board of directors of the Philippine Tourist Association for an intensive campaign of promotion, publicity and education on the tourist attractions of the Islands, James King Steele, executive secretary of the association, left on July 19, on the President Jackson for a tour of the United States and Canada.

An exhaustive survey made by the Philippine Tourist Association during the past six months has shown that scores of visitors have

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In

The China Mail

every

WEDNESDAY AND SATURDAY.

arrived entirely unprepared and uninformed as to what they might expect. Many of them have been so favourably impressed that they wanted to stay longer than they had planned, but they found this impractical because of advance steamer and hotel reservations made before leaving home.

Spreading The Gospel.

To overcome this by placing accurate information on travel conditions, attractions and facilities before those who plan these tours, the board of directors of the Philippine Tourist Association decided to send Mr. Steele on a tour of the United States and Canada during which he will meet steamship and other travel agents personally and by means of pictures, printed matter and friendly contact educate them as to the advantage of booking their passengers for a fortnight's stay here.

Arriving at Seattle, Mr. Steele will begin a series of conferences, lectures and promotional meetings in the Puget Sound cities. From there he will proceed on a tour of the entire country, covering the principal cities and establishing co-operative contracts with officials of steamship, railroad and other transportation interests. In addition to this he will speak before chambers of commerce, Rotary clubs, women's clubs and similar organisations.

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POST OFFICE NOTICE.

RADIO NOTICES

The Radio Office, where full information concerning all wireless services may be obtained at all times, is situated on the ground floor of the P. & O. Building in Des Voeux Road, next to the General Post Office.

Individuals and firms are recommended to register their telegraphic addresses at the Radio Office. No charge is made for this. Lists of ships which are in touch with wireless communication with Hong Kong to-day—Lyemmoon, Buccinum, Azumasan Maru, Benvenue, Pyrrhus, and Empress of Russia.

INWARD MAILS

From Per
FRIDAY, JULY 25.
Japan, Shanghai and Europe via Siberia (London, July 7) Hakusan Maru
Europe via Negapatam (Sarpodon
London, June 26)
SATURDAY, JULY 26.
Shanghai and Swatow Shantung
Shanghai and Europe via Siberia (London, July 3)
Europe via Negapatam (Papers only, London, June 26) Jeypore
U.S.A., Honolulu, Japan and Shanghai (San Francisco, June 27) Sui Sang
MONDAY, JULY 28.
Japan and Shanghai Yokohama Maru
U.S.A., Honolulu, Japan and Shanghai (San Francisco, July 4) President McKinley
Straits Atsuta Maru
WEDNESDAY, JULY 30.
Japan Nellore

OUTWARD MAILS

For Per
THURSDAY, JULY 24.
Swatow Hydrangea 3 p.m.
Salgon Shun Chih 3.30 p.m.
Samshui & Wuchow Kochoh 4.30 p.m.
FRIDAY, JULY 25.
Wei-Hai-Wel via Swatow and Poochow Huichow 10 a.m.
Swatow, Amoy & Poochow Hui Yang 1 p.m.
Port Kanyard Wing Lee 1.30 p.m.
Japan Ganges Maru 2.30 p.m.
Salgon Shun Chih 3.30 p.m.
Touane Chung Kong 5 p.m.
SATURDAY, JULY 26.
Hohow, Pakhoi and Haiphong Chengtu 8.30 a.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles.
Hakusan Maru (Due Marseilles, Aug. 24.)
Registration July 26, 9 a.m. G.P.O.
Letters 10 a.m. Letters 10.30 a.m.
Manila Pres. Van Buren 5 p.m.
SUNDAY, JULY 27.
Amoy Anhui 8.30 a.m.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.
Bangkok via Swatow Kwangchow 9 a.m.
MONDAY, JULY 28.
Japan, *Honolulu, *San Francisco and *South American Ports Rakuyo Maru 10.30 a.m.
Amoy Kanchow 3.30 p.m.
TUESDAY, JULY 29.
Shanghai and Japan Atsuta Maru 10.30 a.m.
Straits and Calcutta Yuen Sang
Parcels July 29, 9 a.m.
Letters 10 a.m.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Europe via Marseilles.
Athos II. (Due Marseilles, Aug. 30.)
Registration July 29, 1 p.m. G.P.O.
Letters 1 p.m. Letters 2.30 p.m.
Swatow, Amoy and Poochow Hui Ning 2 p.m.
Manila President McKinley 4.30 p.m.
WEDNESDAY, JULY 30.
Swatow Foo Shing 8.30 a.m.
Amoy Tai Yuan 5 p.m.

* Superscribed correspondence only.

MISSING PAGES FROM ACCOUNT BOOK.

Company's Allegation of Fraud.

DESTROYED MACHINERY.

Replying to the Asiatic Insurance Company's defence that the premises were used as a motor garage, in the case in which Kwok Ku-long (trading as Tuck Lee and Co.), Singapore, are claiming from that insurance company \$21,000, the sum for which plaintiff's factory at Outram Road was insured, Mr. P. H. Battisill said that in a photograph taken after the factory was destroyed by fire two lorries were shown. One had been backed up against a platform in the ice factory portion of the building; it had been backed up there preparatory to being loaded with ice. The other lorry was a little distance away.

The fire happened between two and three o'clock in the morning. People who sold ice began business very early, and the evidence would be that they started at about that time, and that one lorry was about to be loaded and the other was awaiting its turn when the fire broke out.

The only man actually on the scene was an old man working in the ice factory, and he would describe what he knew about it. He did not see the beginning of the fire, which was started by the falling of an oil lamp.

There was another matter, proceeded counsel, and that was that at the time of the fire there was a car in the vermilion factory portion of the building. With regard to that, it would be stated that it was an old car undergoing repairs, and that its engine had been taken from it; there was no petrol in the car.

Allegation of Fraud.

Proceeding, Mr. Battisill said that defendants asked plaintiff for the discovery of his books relating to stock, and then, because they were doing their best to avoid settling up, made a deliberate accusation that the books were fraudulent, basing that accusation on the fact that a number of pages had been extracted. The explanation of those missing pages, Mr. Battisill said, was perfectly simple. Plaintiff was a Chinese running his own business in a small way, and he used an old book, tearing out some pages that had been used.

Counsel submitted, with regard to the charge of fraud, that as far as the ice factory was concerned the books did not purport to show the machinery purchased; all it showed were purchases and sales. As to the books relating to the vermilion business, which had not yet been started when the fire took place, they showed details of the machinery. As to the value of the machinery that had been destroyed, expert evidence as to value before the fire was, counsel submitted, admissible, and evidence would be called.

Mr. George Watt, a consulting engineer, called by plaintiff, said he had known the Outram Road ice works, the subject of that suit, for 10 years, during which time he had acted as visiting engineer. After the fire, on instructions, witness visited the works with a view to forming an opinion of the value of the factory. In assessing the value of the machinery at \$25,000, and the ice machinery at \$18,000, witness was assisted by his knowledge of the things he was valuing before the fire occurred. A year prior to the fire the vermilion machinery was there, but witness did not see it in use.

Fire Brigade Officer's Evidence. Mr. A. Platt, second engineer at the Singapore Fire Brigade, was called as a witness. When he said that he formed the opinion that the fire had been caused by the falling of an oil lamp, which apparently had been hanging from a nail driven into a beam, his Lordship asked how he arrived at that conclusion.

Witness replied that the oil lamp

was found on the floor, and that near where it was found the building was most badly burnt.
His Lordship: Was the beam burnt through?
Witness replied in the affirmative.

His Lordship pointed out that the burning through of the beam might have caused the lamp to fall, and added: "Witness forms the opinion that the fire was caused by a falling lamp because one was found on the ground, near a beam from which it had been hung and which was burnt through."

The plaintiff, giving evidence, said he insured with the defendants in consequence of visits by one of their agents. All details were discussed with the agent. The defendants' manager, as witness was at the time informed he was, merely visited the place, after the agent's visit, had a look round and went away.

Plaintiff's Account Books. Replying to Mr. Justice Stevens, plaintiff, continuing his evidence this morning, said the reason why he was unable to produce vouchers to support lump-sum entries, in his books, of the cost of erecting machinery was that the entries were made months after the various items of expenditure were incurred, when he had decided to adopt a more satisfactory accounting system than previously he had adopted.

After making the entries of his total erection costs, he had destroyed the vouchers.

Replying to Mr. E. A. Stevens, with whom appeared Mr. D. K. Walters, counsel for defendants, witness said his account books from 1924 to 1928 he had destroyed. There was no carry-forward into his 1929 accounts of the value of his assets.

Mr. Stevens: How are we to know the machinery for which you claim is yours?
Witness: I have a receipt for what I paid for the factory. It is with my lawyer.

A receipt for \$8,000, dated in 1927, for the goodwill of the ice factory was produced.

Mr. Stevens: I thought you bought it in 1927.
Witness replied that the document dated 1927, which he produced, was an assignment drawn up in English by a lawyer in 1927, from a translation of the actual deed of sale, which was in Chinese, and dated in 1924, the actual year of the purchase.

The case is continuing.—Straits Times.

LARGER "SHELL" PROFITS.

The accounts of the "Shell" Transport and Trading Company for 1929 show a net profit of \$6,483,387, which compares with \$5,447,894 for 1928. The company's profits depend on the dividends declared on its investments, and the directors are satisfied that ample provision for depreciation has again been made by the companies in which it is interested. It is on this basis that the accounts are presented. As previously announced, the dividend for the year on the Ordinary shares (including the final payment of 15 per cent to be made on July 8th) is again 25 per cent, free of tax. After allowing for this dividend and also for the Preference dividends, the carry-forward is increased from \$237,604 to \$240,650. The Ordinary share dividend absorbs more (\$5,030,340, against \$4,996,902), there having been issued at par (\$1 per share) during the year 3,983,754 Ordinary shares to holders of Ordinary shares at January 1, 1929, while 150,000 Ordinary shares were issued and sold in Paris at a premium, after providing for expenses, of \$527,444, which the directors have added to reserve account.

The total of the balance-sheet shows expansion from \$38,859,630 to \$44,683,109, the issued capital being \$21,121,861, as against \$26,987,607. The main increase on the assets side is shown in the investments item, which appears at \$10,462,500, against \$6,627,101. These investments are carried at market prices at December 31, 1929, or under. Property account, being holdings in and advances to sundry companies at cost or under, shows little change at \$26,613,309.

SUNDAY AT OXFORD.

Why Undergraduates Are Bored.

In an obviously satirical article on the observation of the Oxford Sunday writer in the *Isis*, the University journal, says:

"Four years ago a June Sunday meant an age of riotous freedom, to be spent in harrying cattle, plundering the maternal moor-hen or worrying somnolent farmers. One ate illicit teas in remote cottages, sealed ferociously-wired fences or basked by sedate rivers."

"To-day the vast majority of undergraduates retire with oats to a sort of weekly hibernation, given up to sleep, bridge, drink and depravity (the proportions of these ingredients varying with the nature of the individual)."

"Matutinal sleep, the poor man's Sabbath solace, is denied to those of us who are constrained to keep chapel or roll calls; there are no cinemas, no theatres, few concerts, spasmodic games. College municipalities alone endeavour to brighten the tedium of the day with an increased allowance of food in Hall."

Absence of Things to Do. "For the rest the streets are thronged with youths aping the appearance of undergraduates, and undergraduates behaving rather worse than the hooligans they affect to despise."

"It is this absence of things to do that causes spasmodic outbreaks of vice, this is responsible for the week-end intoxication of Oxford. For you must remember that these young men do not work, that therefore mere surcease from toil is in itself no satisfaction for them. They must in fact, like children at a party, be kept amused in order to prevent them from breaking things."

The writer goes on to suggest that "the various societies with which the place is seething should be compelled to give evidence of existence. . . . Everywhere let the Lansbury spirit arise and sing."

EXCHANGES

- TO-DAY'S QUOTATIONS

On London—
Bank wire 1/3 3/4
Bank on demand 1/3 3/4
Bank 4 months' sight 1/3 3/4
Credits, 4 months' sight 1/3 13/16
Documentary, 4 months' sight 1/3 15/16
On Paris—
On demand 780
Credits, 4 months' sight 820
On New York—
On demand 30%
Credits, 60 days' sight 31%
On Bombay—
Wire 85
On demand 85
On Calcutta—
Wire 85
On demand 85
On Singapore—
On demand 54%
On Manila—
On demand 61%
On Shanghai—
On demand Tls. 83
Dollar 11 3/4% dis.
On Yokohama—
On demand 62
Sovereigns (Bank's buying rate) 1/3 3/4
Silver (per oz.) 16 1/16
Bar Silver in Hong Kong 2% dis. nom.
Copper Cash Nominal.
Copper Cents 8% prem.
Rate of Native Interest 4% p.a.
Chinese Sub. Coin 2 3/4% dis.
Hong Kong Sub. Coin Far.

LONDON EXCHANGES

Rugby, Yesterday.
Paris 123.6 (?)
New York 4.86 (?)
Brussels 34.80
Geneva 25.03
Amsterdam 12.09%
Milan ?

HONG KONG STOCK EXCHANGE.

Opening Daily Official Quotations 24th July, 1930.

STOCK	Buyers	Sellers	Sales	Norm.	Fin. year	Last dividend and when paid
Banks.						
Hong Kong Bank	1515	...	1515	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929 Final 17 1/2 a/c 1929
Chartered Bank	...	...	171	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Mercantile Bk., Adm.	...	...	121	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Bank of Asia	...	...	121	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Insurance.						
Canton Ins.	945	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Union Ins.	195	140	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Underwriters	2.65	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Fire Ins.	1.400	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Fire Ins.	955	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Shipping.						
Douglas	25	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Steamboat	23 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Indo-China (Prof.)	...	...	13	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Shell Transports	...	...	24 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Union Waterboats	...	...	32	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Mining.						
Benguet	...	...	8 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Kailan Mining Ad.	...	...	31 3/4	...	June	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Langkat	...	...	9 1/2	...	Oct.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
S'hai Exploration	1.30	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Loans	...	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Rauba	...	...	24 1/2	...	Mar.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Tromb Mines	...	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Docks, Wharves, Godowns, &c.						
H. K. & K. Wharves	168 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. & W. Docks	...	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Provident	5.35	5.30/35	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Hongkong	260	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
N. Engineering	...	...	7 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Shanghai Docks	124	...	...	...	Apr.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Land, Hotels & Buildings.						
H.K. & S. Hotels	11 1/2	...	10.10/11	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Lands	89 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Shanghai Lands	...	...	386	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Humphreys	...	...	10 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Estates	9	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Chinese Estates	...	...	93	...	Feb.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cotton Mills.						
Ewo Cottons	11.50	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Shanghai Cotton	...	...	78	...	Apr. and Oct.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Zoong Sings	...	...	9	...	June	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Public Utilities.						
H. K. Tramways	22.20	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Peak Tram (old)	10 1/2	...	...	...	Apr.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Peak Tram (new)	8	...	...	...	Apr.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Star Ferry	8 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Light (old)	27.80	27.10	...	...	Sept.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Light (new)	...	...	...	...	Sept.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Electric	78	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Macao	...	...	38	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Sandakan Light	11	...	...	...	June	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H.K. Tel. fully paid	92 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H.K. Tel. part paid	19 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
China Buses	18 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
S'pore Traction (Ord.)	10 1/2	...	...	...	Sept.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
S'pore Traction (Pref.)	...	...	18 1/2	...	Sept.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Industrials.						
China Sugar	1	...	...	...	In Liquidation	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Malayan Sugar	...	...	37	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cald. Macq. Ord.	...	...	10 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cald. Macq. Pref.	...	...	10 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cannon Ins.	...	...	21	...	July	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cement (comb.)	18 1/2	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cement (old)	...	...	10 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Cement (new)	...	...	5 1/2	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
H. K. Rope	11	...	11	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
United Asbestos	...	...	5	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Stores, &c.						
Dairy Farms	25 1/2	...	25.10/11	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Watsons	...	...	19 1/2	...	Oct.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Der A Wige	1	...	...	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Lane Crawfords	...	...	8	...	Feb.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Mackintosh	18	...	...	...	Feb.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Sincere	...	...	11.50	...	Feb.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Wm. Powells	...	...	28 1/2	...	Feb.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Miscellaneous.						
H.K. Amusement	25	...	...	...	Mar.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Ch. Entertainment	...	...	10	...	...	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
J. K. Constructions	...	...	1.90	...	Dec.	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Ind. O.S. Bonds	...	...	0.1%	...	...	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
J. K. Govt. Loans	...	...	0.1%	...	...	Interim 2 1/2 a/c 1929 Final 17% bonus a/c 1929
Stockholm 16.09						
Copenhagen 18.16						
Oslo 18.16						
Vienna 84.435						
Prague 164 1/16						
Helsingfors 198 3/4						
Madrid 42.25						
Lisbon 108.25						
Athens 875						
Bucharest 518						
Rio 5 1/2						
Buenos Aires 403 1/2						
(Rest missing.)						
—British Wireless Service.						

MOTORISTS THIS IS YOUR PAGE



THE first great reason for our Automotive Chart of Recommendations is that it brings motorcar lubrication out of the fog of guesswork and uncertainty into the bright daylight of certain and exact knowledge.

When it comes to motorcar engine lubrication most men all of the time, and some men most of the time, move in a mental haze which is neither knowledge nor ignorance—but a half-way region abounding in error and misconceptions.

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BRITISH CARS.

Capt. Bentley-Barnato's Triumph.

THE ENDURANCE TEST.

In view of Capt. Woolf Barnato's success in a Bentley in the Le Mans endurance race the following description of his win in the double twelve hours' race at Brooklands in May is of interest.

The Bentley car was driven by Woolf Barnato and S. C. Clement. A Bentley (S. C. H. Davies and Clive Dunfee) was second, a Riley third, and an Aston-Martin fourth.

Before the Junior Car Club's Race started on its second stage special instructions were issued to drivers and mechanics in consequence of the tragedy when two cars collided while travelling at over eighty miles an hour, one being forced into the railings and the crowd, killing two people and injuring a number of others.

The motorists were told that they must give a sign of acknowledgment when they saw that a car wished to overtake them.

Britain started in a strong position, two Bentleys being the leaders with averages of 50 and 58.9 miles an hour. A Riley and Aston-Martin had third and fourth places.

Captain Malcolm Campbell shared the wheel of a French Bugatti with Earl Howe, and Kaye Don shared the driving of an Italian Alfa Romeo with A. Marinoni.

The Race.

When the first half of the race was completed British cars were well in front, and the big six-cylinder Bentley, driven by Woolf Barnato and F. C. Clement, was the leading car, having covered 413 laps at an average speed of 50 m.p.h. Another Bentley followed, that steered by S. C. H. Davies and Clive Dunfee, who had piloted the car over 407 laps at 58.9 m.p.h., while C. R. Whitcroft and H. C. Hamilton, at the wheel of the former's Riley, and A. C. Bertelli and N. Holder, driving Bertelli's Aston-Martin, were well up with the leaders. The other Talbot car, entered by A. W. Fox, in which J. S. Hindmarsh and the Hon. J. W. M. Aitken had performed remarkably well, was withdrawn from the contest after having led in their class at the end of the first day.

When racing was resumed the following day the two Bentleys continued to show a clean pair of heels to the "field," but the 10,000 spectators were rather anxious for signs of the strain by misfiring when slowing down on the corners. The car driven alternately by Davies and Dunfee made several calls to the pits to change drivers, and, in fact, the speeds of both Bentleys gradually decreased hour by hour.

J. D. Benjafield, at the wheel of one of the Hon. Dorothy Wyndham Paget's smaller Bentleys, stopped with transmission trouble after only thirty minutes of the start. The back axle was replaced, but Benjafield was forced to retire at 104 miles. Benjafield's withdrawal left only the two leaders from among the Bentleys which had started in the race and doubts were being entertained as to whether the British throughout the day.

Six hours after the start the positions were as follows—Barnato and Clement (Bentley), speed 58.8 m.p.h.; 1, Davies and Dunfee (Bentley); 2, Whitcroft and Hamilton (Riley); 3, Bertelli, and Holder (Aston-Martin); 4. At this stage Davies and Dunfee were 44 miles behind the first car, Barnato and Clement were at the head in Class B, the other class leaders being: Class C, J. B. Benjafield and Baron d'Eranger (Bentley), 398 laps. Class D, Malcolm Campbell and Earl Howe (Bugatti), 447 laps; Class E, F. W. Stiles and B. Ivanovsky (Alfa Romeo), 525 laps. Class F, Bertelli and Holder (Aston-Martin), 511 laps. Class G, Whitcroft and Hamilton (Riley), 495 laps. Class H, A. C. R. Waite and the Earl of March (Austin), 446 laps.

The Hon. Mrs. Victor Bruce and her husband, who had been running on only five cylinders since late that Friday afternoon, continued to do so, thereby considerably reducing the speed of the car, but neverthe-

less created some little surprise by keeping up an average of 72 m.p.h.

All the lady drivers were still in the race with six hours to go, although Mrs. E. M. Scott was delayed with battery trouble to her Riley. Later the exhaust pipe on Mrs. Scott's machine broke.

Bentleys Lead.

With four hours to go the Bentleys were still leading, and unless something unforeseen occurred they appeared certain to gain first and second places. The average speed of both leaders had dropped slightly, but with their excess of miles over the scheduled number for their class in hand, there was no need for any anxiety.

The Riley had further bettered its performance by 0.1 mile an hour but though the Aston Martin had also increased its speed by a like amount, and had succeeded in retaining third place, it had been ousted from the leadership of its class by the Alfa Romeo. This car had been travelling exceedingly well, and, in company with the slightly larger Alfa Romeo, which was leading the Class E, was a source of satisfaction to the Italians present.

Mishaps to the two leading Bentleys later in the day gave rise to some fear that their chances of victory would be seriously jeopardised. Barnato was delayed with a broken petrol pipe, while Davies had to stop with a broken inlet valve-spring and oil pipe. The repairs to the respective cars were soon accomplished, however, and they took to the track again soon enough to maintain their lead. Davies was running some 40 miles behind his team-mate at this stage, but he travelled at terrific speed round the sharp corners in order to make up for lost time.

During the closing stages of the race there was a torrential downpour of rain, and there were skids in plenty. Speeds, however, were not diminished, but the super-charged Lea Francis, handled by G. E. Took and A. M. C. Jameson, got into such a bad skid when pulling up at the pits that the car turned almost completely round. Such incidents became common, while bad skidding on the bends was not an infrequent sight. Whitcroft and Hamilton, on the Riley, did not experience any trouble with their machine, which still maintained third position.

Officials Narrow Escape.

The rain showed no signs of stopping, and the Bentleys were obliged to reduce their speed so that the "Baby" Austin cars were able to keep pace with the higher-powered machines. A group of officials who were standing near the pits had a narrow escape when the Tracta, driven by S. D. Marr and J. A. Gregoire, skidded when pulling in, and charged into the group. All the officials managed to jump clear of the car.

Shortly after seven o'clock Prince George arrived at the track and chatted with Barnato and Davies in the Bentley pits. He later made a tour of the other depots. Half an hour before the finish of the race Barnato and Davis took over from Clement and Dunfee respectively, on the Bentleys.

As was anticipated, Barnato maintained his lead, followed by his team-mate, and when the maroon sounded at 8 p.m. signalling the finish of the event, the enthusiastic crowd of spectators swarmed over the railings to congratulate the drivers of the victorious British Bentleys. The officials had difficulty in clearing the way for the machine. The drivers of the two Bentleys were congratulated by the Prince after the race.

The average speed of the winning car was 55.68 m.p.h., while Davies and Dunfee had averaged 55.08 m.p.h. The Riley, driven by Whitcroft and Hamilton, which had accomplished a splendid "no-trouble" run throughout the whole of the race, finished in third position with a speed of 59.95 m.p.h. The results were as follows:—

Class D: Bugatti (Malcolm Campbell and Earl Howe) (French). Class E: Alfa Romeo (B. Ivanovsky and G. E. T. Eyston) (Italian). Class F: Alfa Romeo (Count G. Lurani and Kenyon T'Hom) (Italian). Class G: Riley (C. R. Whitcroft and H. Hamilton) (British). Class H: Austin (A. C. R. Waite and the Earl of March) (British). The team cup was won by the M. G. Midgates (G. Roberts and A. A. Pollard, R. R. Jackson and W. Townsend, and C. J. Randall and F. M. Montgomery (British)).

When the Bentleys came in flowers were presented to the drivers.—Sunday Times.

OBJECT LESSON.

The Austin and the Gate.

At a certain works in Coventry there are a number of enthusiastic owners of Austin Sevens. Within the works' gates is a large ballroom which forms part of the employees' social club. Recently, a reunion dinner was held in the ballroom. It was a very special function and finished very late. One of the Austin owners attended.

When it was over he made his way to his car and started the engine. On attempting to leave the works he was annoyed to find his way barred by the main entrance gates, which, as it transpired, had been locked across the road at the usual time.

At that hour there was no prospect of hiring a public conveyance outside, and he had a ten-mile journey before him. So he left the car at the entrance while he returned to the works to seek out the watchman, who had keys to the gates. Meanwhile his friends, who were leaving on foot, somewhat maliciously made merry at his predicament.

Fifteen minutes later he returned with the watchman, who grumbled loudly at being called away from his duty. At the entrance he rubbed his eyes in disbelief. The car was still there, of course, but it was standing outside the gates. The language of the watchman is better imagined than described; but he made it quite clear that he disliked being dragged from his post at one a.m. by practical jokers, and that

the management would hear about it.

It was not until the next morning that the victim discovered that his friends, after measuring the width of the vehicle, had found it possible to push it through the small door on the footpath and left it outside the gates before disappearing.

The Austin owners are happy now. While drivers of large cars, and even motor cycle combinations, wait more or less patiently for the gates to be opened, they mount the kerb unconcernedly and drive merrily through.—C. W. W. in the Autocar.

DAMAGES AGAINST DRIVER.

Three thousand pounds damages were awarded by a special jury in the King's Bench Division on May 21 to Mrs. Edith Torrens, whose husband, Mr. Arthur Emile Johnstone Torrens, a Civil Servant under the Board of Education, died after being knocked down by a motor-car in Cromwell Road, S.W. Her daughter, Miss Denise Dormer Torrens, was awarded £500 damages.

Mr. Justice Horridge entered judgment accordingly with costs against Pravat Sukham, driver of the motor-car which was owned by his brother-in-law, His Excellency Chao Phya Rama Ragbhoj, of Ashburnham gardens, a representative of the Siam Government. His Excellency was also sued for damages, but judgment was entered in his favour, the judge holding that Pravat Sukham, who had borrowed the motor-car from him, was not His Excellency's agent at the time of the accident. He Excellency did not ask for his costs.

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DEMOCRACY!

How They Do Things in the "Land of the Free."

Most people in this country, I imagine, still regard the United States of America as the home of democracy and the Land of the Free where every man is as good as another—if not a jolly sight better. But some of us are beginning to rub our eyes and wonder if after all, there isn't more real democracy in this effete old country of ours than in the boasted land of equality.

For this, I understand, is what is happening in the austere and puritanical State of Pennsylvania: the authorities have decreed that there shall be two different sets of registration marks for all cars licensed during 1930 and thereafter. The ordinary citizen's car will bear the usual letters and numbers—as, for instance, P.S. 1473. But cars belonging to the Elect of the State will bear letters without any number. Thus the car of the Governor, Mr. John S. Fisher, will be distinguished by the letter A, that of his daughter by the letter B, and so on right through the family.

Lesser social lights will have to put up with two letters, as in the case of Mr. A. Atwater Kent, a leading manufacturer of radio apparatus whose car will bear the letters A.K. A Mr. Pierre S. du Pont has been allotted the initials D.U., the idea being to use the owner's initials possible.

When, however, the owner is not exactly of the elite, but still sufficiently prominent to warrant his being distinguished from the bourgeois, he is allotted low numbers. Mr. G. Pinchot, a former State Governor, will have the number 11, and a brigadier-general gets number 5. By this simple means a citizen of Pennsylvania can tell at a glance whether the occupant of any car is one of the great ones, or merely a common, tax-paying proletarian of no social importance whatsoever.

Now, why on earth didn't we think that? There is nothing on British cars to afford a clue as to whether the owner is a pork butcher or a duke, unless it be the letters G.B.—and even then the car, as likely as not, will belong to the pork butcher.

Unfortunately for the "big bugs" of Pennsylvania, they have not yet been able to teach the wild animals of that State a proper respect for the noblesse. Recently a gentleman of the name Elias Fineburg was motoring through the Pocono Mountains, when a deer collided with his car. It is not clear what happened to the deer, but the car suffered damage to its radiator, lamps, and bumpers to the extent of \$44. Very properly, Mr. Fineburg sent in a bill for that amount to the department responsible for maintaining the safety of the highways. But this

(Continued at foot of next column.)

LONG TREK.

Bangkok -- Europe by Car.

Mr. W. H. Newbould and Mr. A. Gibb set out from Bangkok on Monday, February 17, for Europe. They went by train to Haad Yai, then motored to Penang, and at Penang boarded a steamer for Madras. From Madras they have motored home, reaching Ostend on May 21.

The journey has thus taken them a full three months, against an estimated six weeks.

Mr. Gibb is an old motorist, and drove the car. His companion couldn't drive when they left Bangkok, but perhaps he has acquired the art in the long trek to Ostend from Madras.

Mr. Gibb was the first to motor from Singora to Singapore, and recently essayed a journey into the Shan States from Lampang, in an attempt to find a road into Burma. Perhaps like Miss Amy Johnson he will decide against returning by the route by which he travelled home.

UNOFFICIAL "RECORDS"

Exclusion from the Paris Salon, a fine of £200, and the withdrawal of the driver's licence are the threats hanging over an American firm and a French driver for having recently travelled from Paris to Nice in the record time of 10 hrs. 27 min., without official control. This step has been taken by the French Syndicat des Constructeurs, which corresponds to the English S.M.M.T., in order to put a stop to unofficial high-speed runs across France.

Three years ago a certain French manufacturer undertook a high-speed run around France without the sanction or control of the Automobile Club, and was immediately given the choice of being shut out of the Paris show or of paying a fine of £400. He chose the latter measure. There is a certain amount of disappointment in France that the English authorities, as represented by the R.A.C. and the S.M.M.T., have not yet taken any definite action against the three firms which made fast runs from the Riviera to Calais in defiance of all regulations, and it is probably to make it clearly understood that they will not tolerate any more "record breaking" of this nature that the French authorities are preparing to act with such severity in the present instance.

THE FIAT 514 SUCCESS.

On April 12 and 13 the most important motor race in Europe, and perhaps the most difficult in the whole world, was run for the fourth time. This is the "Thousand Miles Cup," the 1640 kilometre course of which winds over almost all Italy, over roads open to ordinary traffic and in many places anything but easy to negotiate. This year, the most daring Italian drivers and a few foreign competitors set off on the interminable trial which gives not a moment's truce to man or machine. For the fourth time the classification, calculated exclusively on speed, showed up the magnificent triumph of the little Fiat cars over a large and valiant field of competitors.

Especially significant, because obtained in the face of well prepared competitors out to win at any price, was the splendid success of the new Fiat "514" in the "utility car class" a welcome innovation made this year. The "514" the utility car of 1930 came in first with Mazza and Pezzoni, having completed the course in 23 hrs. 14m. 31s. at the very remarkable average speed of 70.519 kms. (43.3 miles) per hour; second with Sportorno and Ghiringhelli in 28 hrs. 31m. 28s., and third with the brothers Blagioni in 28 hrs. 41m. 9s.

department, it appears, is also responsible for maintaining the preservation of the animals within the territories under its jurisdiction. Thus the authorities found themselves with a rather nice little conundrum to solve.

More Witnesses, Please. But they solved it. Mr. Fineburg received back his bill with an intimation that nothing could be done in the matter until it was ascertained what damage, if any, had been caused to the deer, and further, whether it was the deer which collided with the car, or the car with the deer. It therefore rested with Mr. Fineburg to produce the deer or to take its depositions, neither of which he was able to do.

The department, not to be caught napping again, issued a statement to the effect that it would not in future be responsible for damage done to motor cars by deer, bears, foxes, skunks, or any other representatives of the native fauna. There, for the present, the matter rests.—G.W. in the Autocar.

SPEED QUESTION.

Higher Figure with Hood Raised.

A correspondent of the Autocar writes: The other day, when at Brooklands with my De Soto two-seater, I had rather a queer experience.

With the hood down I was timed for the quarter-mile, in touring trim, with a passenger, and did the distance, with a flying start, at 65.2 m.p.h.

Immediately afterward, I raised the hood and made another attempt. My timed speed was 69.5 m.p.h. on this occasion, and I noted, also, that my speedometer was accurate both times.

Can anyone explain this? On both occasions the engine was hot, and the windscreen shut, while on that day there was a dead calm. On reading The Autocar from time to time I notice that in all the Road Tests made of high-grade British cars mention is made of the harsh springing at low speeds; now I noticed some time ago that Mr. S. C. H. Davis, when writing about the supercharged Stutz, stated that the springing was soft and beautifully comfortable at low speeds, whilst roadholding at 90 m.p.h. was equally good.

Is the Stutz performance due to the use of double-acting hydraulic shock absorbers in combination with a comparatively heavy weight and a low centre of gravity—for the car has definitely a very low build?

I have no interest in De Soto or in Stutz. I am merely curious.

SAFETY GLASS.

Difficult Problem to Keep Out Dust.

One of the most difficult problems with which the manufacturers of safety glass have to contend, is that of keeping the factory free from dust. Safety glass is composed of what may be termed a sandwich, consisting of a sheet of celluloid between two sheets of glass; but, in the process of manufacture, the tiniest speck of dust intrudes between the celluloid and the glass, the sheet is completely ruined, and has to be scrapped.

This material was first manufactured in England on a commercial scale by the Triplex Safety Glass Co., Ltd., Willesden as long ago as 1912. To cope with the ever-growing demand, another large factory was established a year or so ago. That is situated at King's Norton, near Birmingham, and finds employment for some 1,600 work-people.

The manufacture of this material naturally calls for meticulous care. In the first instance the glass passes through a washing machine where it is cleaned, dried, and given a secret coating. It then passes through a refrigerated section, dried again in a heated tunnel, and sprayed with a coating of special enamel. After this it is again sent through a drying tunnel, and delivered to the department where the sheets of prepared celluloid are waiting.

The three pieces of the sandwich, after a further spraying with warm liquid, are placed together, and squeezed. A permanent bond is then formed by placing the assembled sheets in presses, where the application of pressure and heat is brought into play. When the sheets have been trimmed, sealed, polished, inspected, and tested, they are ready for branding with the Triplex mark, and subsequent packing and despatch.

ALBIONS IN MALAYA.

Among the most popular of high-class British Commercial vehicles Overseas is undoubtedly the Albion, built in Glasgow, the home of engineering. In Malaya, a considerable demand is experienced for Albions where they are used not only by the Singapore Municipal Council and the Post Office, but also by well-known commercial concerns such as the Singapore Cold Storage Co., Ltd. The Singapore Municipality have recently placed a repeat order for ten 4-ton chassis with tipping gear, and these will shortly be seen in service. The Singapore Post Office use vehicles of both 30 cwt. and 2-ton capacity, while the Cold Storage Co., besides a 2½ tonner of more or less standard type, have a very interesting 4-tonner which combines large body spaces with small overall length and turning circle, which makes it particularly handy for use in loading bays, narrow streets, etc.—Overseas Bulletin.

TRAFFIC SIGNALS.

New Arrangement for Singapore.

Singapore is making another advance in the science of traffic control. New signals are being erected in Empress Place, near Anderson Bridge, and should be in use.

The new contrivance is operated by an electric switch and is fool-proof. Illuminated signals will appear on a diamond-shaped background.

In the top-corner of the diamond the red light will appear and at the bottom the green light will be placed. Left and right of the diamond will be an amber light and a white arrow respectively.

The lights will be operated by the policeman on point duty and the stops on the switch are so placed as to eliminate error. As in the present contrivance opposite the Capital Theatre the red light will indicate "stop" and the green light "go on."

The advantages of the new arrangement will be the addition of the amber light, which will appear when the traffic signal is about to change. It will be seen by vehicles from some distance away, and drivers will be able to slow down sooner than under the other arrangement, where the turning of the whole contrivance was the only indication of change.

Before the signal changes, the directing lights will go out, and only an amber glow will be seen on the diamond. This will be the caution signal.

A red light and the white arrow showing will indicate that traffic can only go right. The combination of a green light and the white arrow will indicate that traffic may move in two directions, straight on and to the right.

The standard will be 9 feet high from the bottom of the diamond. One will be situated on the island, close to the fountain and will face Anderson Bridge. The other will be situated at the end of the taxi rank, looking towards High Street. This will probably be a preliminary move towards automatic traffic control, for which it is considered Singapore traffic is not yet educated. The arrangement is similar to that installed in London, quite recently.

The cost of the new arrangement will be borne by Government, and the Traffic Department will supervise the operation.

SCIENTIFIC BRAKE TESTS.

In the days before front-wheel brakes became ubiquitous the compensation and testing of the existing brakes was important enough. Maladjustment then was dangerous, but perhaps it was not so dangerous as it is to-day, in that drivers did not rely on their brakes to the same degree. The old back-wheel brakes were so ineffective when the roads were wet that a little extra inefficiency did not make much difference.

Modern four-wheel brakes, even when incorrectly balanced, are effective enough on dry roads. It is after a shower of rain has fallen that irregularities of brake adjustment become more glaringly, and dangerously, apparent.

Yet if brakes are of sound design and are correctly adjusted, a car will stop without skidding even on the most slippery surface. The difficulty, of course, lies in obtaining the proper adjustment; it is easy enough, perhaps, to set the brakes so that they begin to apply equally, but it by no means follows that the application remains equal when more pressure is applied.

By far the safest and cheapest way of adjustment brakes is to have the operation carried out on a scientific brake-testing machine. One of the best-known of these is the Bendix-Cowdrey dynamic brake tester, which actually measures the braking on each wheel, the reading being in terms of road pull. This instrument is too expensive for the ordinary motorist to consider purchasing, but it is probable that it will shortly be installed in many leading garages.

The brake tester consists of two or more pairs of rollers, electrically driven; one pair is placed under each wheel to be tested and the rollers drive the wheel and thus take the place of the road. A direct reading of the "pull of the road" at each wheel can be obtained in a few seconds, and the necessary adjustments can be made immediately. Not only can the work be carried out accurately, it can be executed more speedily and at a consequently reduced cost.

It is interesting to note that the first British motorcar manufacturer to install this brake testing plant was the Hillman Company, and that several others have now followed suit. In the Hillman works the tester is placed at the end of the finishing line and the brakes of each model are adjusted to definite requirements before the car is despatched on its preliminary road test.

FILTERING ENGINE OIL.

All cars are, of course, provided with filters for the engine lubricant, but the careful owner will often find an additional device to be well worth the trouble of fitting, when it is not provided in the first place by the makers. Such an instrument is the Purolator, which takes the form of a sealed canister having, however, an inlet and an outlet. Inside the canister is the filtering element—fragile frame-work of spiral formation over which is stretched a special kind of filtering fabric.

Oil enters the container and then passes to the interior of the filter through the cloth and so back to the engine. The Purolator can be supplied with a relief valve, if necessary, so that if the pressure in the filter becomes too great the oil is by-passed to the outlet orifice. It is intended that the device shall be fitted at a point in the oil pressure gauge line and not in the direct stream. Thus, should the filter become clogged with dirt, owing to lack of attention or other cause, the flow of oil from the pump to the engine is not impeded.

In the case of private cars the containers or cartridges, as they are termed, cannot be dismantled for cleaning purposes. When the filter is clogged or worn out it is necessary to change the complete unit. The cartridge must be absolutely oil-tight and, with part of it detachable, there would be the risk of faulty assembly and consequent loss of efficiency. The cost of replacement, however, is not great, and the life of the Purolator is long. It is distributed by G. H. Rodway and Sons, Suffolk House, Suffolk Street, Birmingham.

A CONTENTED MOTORIST.

The Automobile Association is always receiving appreciations from members for services rendered "on the road," or in connection with touring and other assistance.

One A.A. member recently enclosed with his subscription the following lines:—

"It warns you when to slacken speed, instructs you where to hoot. It tells you where you want to go and worries out the route. And when the road's impassable it shows a better way. Averts a crash, mends up a smash—so here's my sub. A.A." (The only subscription I'm glad to pay Is the one I send to the old A.A.)



The Marquette is sweeping to nationwide success with an array of features that distinguish it at once as the most outstanding value in the moderate-price field.

BUILT BY BUICK—The Marquette alone in its class can offer the priceless advantages of Buick engineering, Buick craftsmanship and countrywide Buick service facilities.

PERFORMANCE—Brilliant pickup—to 60 miles an hour in 37 seconds—dashing speed—60 or 70 honest miles an hour—and a wonderful fund of smooth, flexible power.

PISTON DISPLACEMENT—The marvelous power plant has a larger piston displacement (and 8 cubic inches) than any car of its price.

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Sixth Moon, 29th Day.

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HONG KONG, THURSDAY, JULY 24, 1930.

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RIOTS IN EGYPT.

SITUATION NOW WELL IN HAND.

WORKERS BEHAVE WELL.

Rugby, Yesterday.

Giving particulars in a Parliamentary answer to-day of last Monday's disorders in Egypt, the Foreign Secretary, Mr. Arthur Henderson, said that in Cairo 15 demonstrations took place, varying in size from 400 to 300 people. Demonstrators broke tram windows and street lamps. No other damage to European property had been reported. Only one European tram conductor and one Hungarian woman were injured.

The situation in Cairo was now well in hand and no British forces were employed either there or in Port Said and Suez, where disturbances also had occurred. The disorders, he added, were nowhere serious and there was no participation in them by the respectable elements of population. The workers everywhere had kept out of the demonstrations and remained steadily at their employment.—British Wireless Service.

Earlier News.

Alexandria, Yesterday.

It is reliably learned that King Fuad has refused to grant the

RAJAH'S GIFT.

IMPERIAL FORESTRY INSTITUTE GAINS.

London, Yesterday.

It is officially announced that the Rajah of Sarawak has decided that the remaining £25,000 of the gift of £100,000 be allocated to the Imperial Forestry Institute.—Reuter.

[A cable of June 23 stated:—Presiding at the dinner of delegates to the Colonial Conference Lord Passfield announced that the Rajah of Sarawak had offered £100,000 to be devoted to an object connected with the Colonial Empire in recognition of the friendly relations between Sarawak and Britain. The gift had been gratefully accepted, and three quarters of it would be devoted to assist the education of Colonial Civil Servants' children in any part of the Empire. Full details of the scheme, including the allocation of the remainder of the gift, had not yet been worked out, but the fund would bring relief to many individuals in grave anxiety and also help to increase the valuable hereditary element in the Colonial Services.]

Ward petition to call an extraordinary session of Parliament on July 26.—Reuter.

BRIDGE COLLAPSE.

VICTIMS STRUGGLING FOR LIFE.

DEATH ROLL NOW 40.

Coblence, Yesterday.

The death roll is now returned at forty.

The dead include six schoolgirls and their teacher.

There was a terrible panic when the bridge collapsed. The screams of the struggling victims, fighting madly with each other for life, were heard far and wide. Many were killed outright by the heavy beams, while others were pushed under water and drowned by the overturned pontoon. Only those near the banks of the river escaped.

The Police Chief has ordered the abandonment of all festivities in Coblence.—Reuter.

Berlin, Yesterday.

In consequence of the tragedy at Coblence, President Hindenburg has abandoned his proposed visit to Treves and Aix-la-Chapelle, and is remaining at Coblence to attend a mourning service for the victims.—Reuter.

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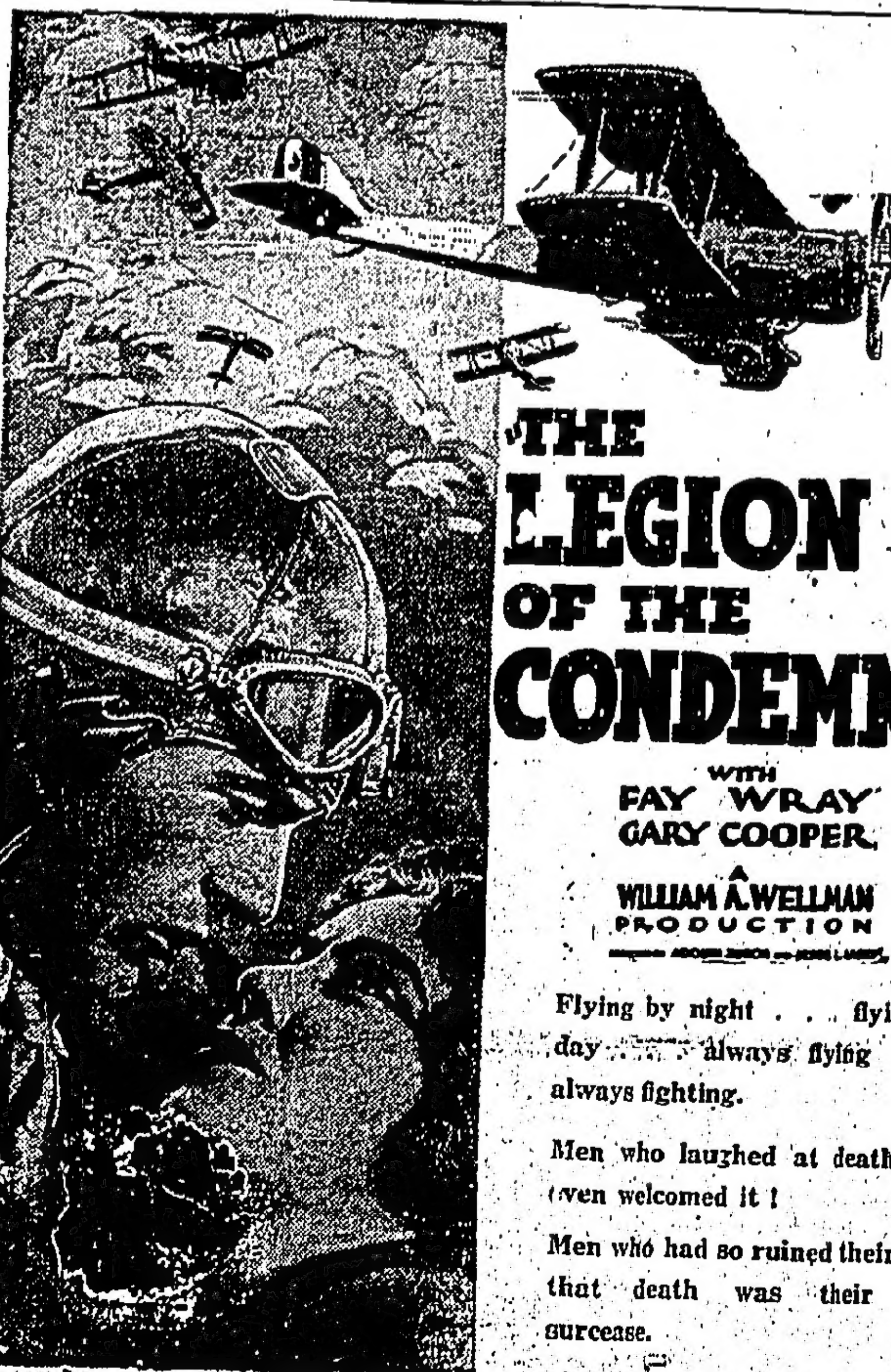
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